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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 11/23

19 OCT 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Establishment of ENR 3.2(upper ATS routes) and 3.4(helicopter routes).
- b) Information of title for ENR 3.1, 3.3 and index numbers(ENR 3.2, 3.3, 3.4 → ENR 3.3, 3.5, 3.6).
- c) Amended phrase(Message → Message).

1.2 Aerodrome

- a) Establishment of status of certification for RKTH.

1.3 Incheon INTL Airport

- a) Information of clearance priorities.

1.4 Gimpo INTL Airport

- a) Information of term(class → code letter).

1.5 Daegu INTL Airport

- a) Information of type of clearing equipment.
- b) Information of surface for TWY F1, international and domestic terminal.
- c) Establishment of jet blast fence.

1.6 Muan INTL Airport

- a) Amended profile view.

1.7 Pohang Gyeongju Airport

- a) Information of operational hours for AIS briefing office and ARO.
- b) Information of ACFT type for ACFT stands(B737 → B737-800).

2.

2.1 Replace the old sheets with new one as follows:

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	VOL I, Part I - GEN (General)
GEN 0.3-1(21 SEP 23) / 0.3-2(21 SEP 23) GEN 0.4-1(1 NOV 23) / 0.4-2(1 NOV 23) GEN 0.4-3(1 NOV 23) / 0.4-4(1 NOV 23) GEN 0.4-5(1 NOV 23) / 0.4-6(1 NOV 23) GEN 0.4-7(1 NOV 23) / 0.4-8(1 NOV 23) GEN 0.4-9(1 NOV 23) / 0.4-10(1 NOV 23)	GEN 0.3-1 / 0.3-2 19 OCT 23 GEN 0.4-1 / 0.4-2 29 NOV 23 GEN 0.4-3 / 0.4-4 29 NOV 23 GEN 0.4-5 / 0.4-6 29 NOV 23 GEN 0.4-7 / 0.4-8 29 NOV 23 GEN 0.4-9 / 0.4-10 29 NOV 23
VOL I, Part II - ENR (Enroute)	VOL I, Part II - ENR (Enroute)
ENR 0.6-1(16 DEC 21) / 0.6-2(16 DEC 21) ENR 1.9-1(6 JUN 19) / 1.9-2(6 JUN 19) ENR 3.1-1(29 JUN 23) / 3.1-2(29 JUN 23) ENR 3.2-1(9 FEB 23) / 3.2-2(9 FEB 23) ENR 3.2-3(9 FEB 23) / 3.2-4(9 FEB 23) ENR 3.2-5(6 APR 23) / 3.2-6(6 APR 23) ENR 3.2-7(9 FEB 23) / 3.2-8(9 FEB 23) ENR 3.2-9(9 FEB 23) / 3.2-10(9 FEB 23) ENR 3.2-11(9 FEB 23) / 3.2-12(24 AUG 23) ENR 3.2-13(9 FEB 23) / 3.2-14(9 FEB 23) ENR 3.2-15(9 FEB 23) / 3.2-16(9 FEB 23) ENR 3.2-17(9 FEB 23) / 3.2-18(9 FEB 23) ENR 3.2-19(9 FEB 23) / 3.2-20(9 FEB 23) ENR 3.2-21(15 DEC 22) / 3.2-22(15 DEC 22) ENR 3.3-1(16 DEC 21) / 3.3-2(16 DEC 21)	ENR 0.6-1 / 0.6-2 19 OCT 23 ENR 1.9-1 / 1.9-2 19 OCT 23 ENR 3.1-1 / 3.1-2 19 OCT 23 ENR 3.2-1 / 3.2-2 19 OCT 23 ENR 3.3-1 / 3.3-2 19 OCT 23 ENR 3.3-3 / 3.3-4 19 OCT 23 ENR 3.3-5 / 3.3-6 19 OCT 23 ENR 3.3-7 / 3.3-8 19 OCT 23 ENR 3.3-9 / 3.3-10 19 OCT 23 ENR 3.3-11 / 3.3-12 19 OCT 23 ENR 3.3-13 / 3.3-14 19 OCT 23 ENR 3.3-15 / 3.3-16 19 OCT 23 ENR 3.3-17 / 3.3-18 19 OCT 23 ENR 3.3-19 / 3.3-20 19 OCT 23 ENR 3.3-21 / 3.3-22 19 OCT 23 ENR 3.4-1 / 3.4-2 19 OCT 23 ENR 3.5-1 / 3.5-2 19 OCT 23 ENR 3.6-1 / 3.6-2 19 OCT 23
ENR 3.4-1(20 OCT 22) / 3.4-2(16 DEC 21)	

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodrome) AD 1.5-1(29 JUN 23) / 1.5-2(29 JUN 23) RKSI AD 2-3(21 SEP 23) / 2-4(21 SEP 23) RKSS AD 2-1(12 JAN 23) / 2-2(12 JAN 23) AD 2-11(4 MAY 23) / 2-12(4 MAY 23) AD CHART 2-3(21 SEP 23) / 2-4(21 SEP 23)	VOL II, Part III - AD (Aerodrome) AD 1.5-1 / 1.5-2 19 OCT 23 RKSI AD 2-3 / 2-4 19 OCT 23 RKSS AD 2-1 / 2-2 19 OCT 23 AD 2-11 / 2-12 19 OCT 23 AD CHART 2-3 / 2-4 19 OCT 23
VOL III, Part III - AD (Aerodrome) RKTN AD 2-1(29 JUN 23) / 2-2(29 JUN 23) AD 2-3(17 NOV 22) / 2-4(17 NOV 22) AD CHART 2-1(11 MAR 21) / 2-2(11 MAR 21) AD CHART 2-3(17 NOV 22) / 2-3-1(17 NOV 22) AD CHART 2-4(17 NOV 22) / BLANK RKJB AD CHART 2-19(15 DEC 22) / 2-19-1(15 DEC 22) AD CHART 2-20(15 DEC 22) / 2-20-1(15 DEC 22) RKTH AD 2-1(2 JUN 22) / 2-2(2 JUN 22) AD CHART 2-1(2 JUN 22) / BLANK	VOL III, Part III - AD (Aerodrome) RKTN AD 2-1 / 2-2 19 OCT 23 AD 2-3 / 2-4 19 OCT 23 AD CHART 2-1 / 2-2 19 OCT 23 AD CHART 2-3 / 2-3-1 19 OCT 23 AD CHART 2-4 / BLANK 19 OCT 23 RKJB AD CHART 2-19 / 2-19-1 19 OCT 23 AD CHART 2-20 / 2-20-1 19 OCT 23 RKTH AD 2-1 / 2-2 19 OCT 23 AD CHART 2-1 / BLANK 19 OCT 23

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
13/23	Muan AP - Temporary Obstacles Erected	AD	28 JUL 23 / 31 DEC 23	
14/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 3 DEC 23	
15/23	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 30 NOV 23	
16/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
4/23	ENR / Yangyang AP - Unserviceability of GANGWON VORTAC	ENR / AD	19 APR 23 / 1 NOV 23	
9/23	Jeju AP - Operational Restrictions - Code Letter 'F' Aircraft Operation	AD	19 APR 23 / 11 NOV 23	
10/23	Jeju AP - Operational Restrictions - Take-off Weather Minima Change	AD	19 APR 23 / 11 NOV 23	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
13/23	Yeosu AP - Unserviceability of ILS/DME	AD	19 APR 23 / 1 NOV 23	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	
16/23	Pohang Gyeongju AP - Unserviceability of LOC/DME	AD	12 JUL 23 / 29 NOV 23	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
19/23	Gimpo AP - Operational Restrictions	AD	14 SEP 23 / 20 OCT 23	
20/23	Muan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 27 DEC 23	
21/23	Ulsan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
23/23	Gimpo AP - Operational Restrictions	AD	19 OCT 23 / 10 NOV 23	
25/23	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	1 NOV 23 / 12 JUN 24	
26/23	Incheon AP - Unserviceability of PAPI/ALS for RWY 16L/34R	AD	29 NOV 23 / 31 JUL 24	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 3	1 JUN 23	1.5 - 16	1 MAY 14	2.3 - 8	13 JAN 22	3.6 - 4	14 FEB 19
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0.1 - 6	23 NOV 17	1.5 - 19	28 JUL 22	2.3 - 11	4 JUL 19	4.1 - 2	2 JUN 22
0.2 - 1	12 JAN 23	1.5 - 20	28 JUL 22	2.3 - 12	1 MAY 14	4.1 - 3	12 JAN 23
0.2 - 2	12 JAN 23	1.5 - 21	28 JUL 22	2.4 - 1	27 JUL 23	4.1 - 4	12 JAN 23
0.3 - 1	19 OCT 23	1.5 - 22	28 JUL 22	2.4 - 2	27 JUL 23	4.1 - 5	11 APR 19
0.3 - 2	19 OCT 23	1.5 - 23	13 JAN 22	2.4 - 3	27 JUL 23	4.1 - 6	11 APR 19
0.4 - 1	29 NOV 23	1.5 - 24	13 JAN 22	2.4 - 4	27 JUL 23	4.1 - 7	12 JAN 23
0.4 - 2	29 NOV 23	1.5 - 25	13 JAN 22	2.5 - 1	17 NOV 22	4.1 - 8	12 JAN 23
0.4 - 3	29 NOV 23	1.5 - 26	13 JAN 22	2.5 - 2	17 NOV 22	4.1 - 9	12 JAN 23
0.4 - 4	29 NOV 23	1.5 - 27	13 JAN 22	2.6 - 1	1 MAY 14	4.1 - 10	12 JAN 23
0.4 - 5	29 NOV 23	1.5 - 28	13 JAN 22	2.6 - 2	1 MAY 14	4.1 - 11	22 OCT 20
0.4 - 6	29 NOV 23	1.6 - 1	13 JAN 22	2.7 - 1	12 JAN 23	4.1 - 12	22 OCT 20
0.4 - 7	29 NOV 23	1.6 - 2	13 JAN 22	2.7 - 2	12 JAN 23	4.2 - 1	28 JUL 22
0.4 - 8	29 NOV 23	1.7 - 1	27 JUL 23	2.7 - 3	12 JAN 23	4.2 - 2	28 JUL 22
0.4 - 9	29 NOV 23	1.7 - 2	27 JUL 23	2.7 - 4	12 JAN 23	ENR	
0.4 - 10	29 NOV 23	1.7 - 3	14 APR 16	2.7 - 5	12 JAN 23	PART 2 - ENROUTE(ENR)	
0.5 - 1	11 MAY 17	1.7 - 4	14 APR 16	2.7 - 6	12 JAN 23	ENR 0	
0.5 - 2	11 MAY 17	1.7 - 5	21 SEP 23	GEN 3		0.6 - 1	19 OCT 23
0.6 - 1	21 SEP 23	1.7 - 6	21 SEP 23	3.1 - 1	29 JUN 23	0.6 - 2	19 OCT 23
0.6 - 2	21 SEP 23	1.7 - 7	14 APR 16	3.1 - 2	29 JUN 23	ENR 1	
GEN 1		1.7 - 8	14 APR 16	3.1 - 3	1 MAY 14	1.1 - 1	14 JAN 21
1.1 - 1	28 JUL 22	1.7 - 9	1 MAY 14	3.1 - 4	21 NOV 19	1.1 - 2	1 MAY 14
1.1 - 2	28 JUL 22	1.7 - 10	1 MAY 14	3.1 - 5	1 JUN 23	1.2 - 1	27 SEP 18
1.2 - 1	28 JUL 22	GEN 2		3.1 - 6	1 JUN 23	1.2 - 2	17 NOV 22
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1.2 - 3	12 JAN 23	2.1 - 2	12 JAN 23	3.2 - 2	1 JUN 23	1.2 - 4	17 NOV 22
1.2 - 4	12 JAN 23	2.2 - 1	1 AUG 19	3.2 - 3	9 MAR 23	1.2 - 5	17 NOV 22
1.2 - 5	12 JAN 23	2.2 - 2	1 AUG 19	3.2 - 4	9 MAR 23	1.2 - 6	17 NOV 22
1.2 - 6	12 JAN 23	2.2 - 3	1 AUG 19	3.2 - 5	28 JUL 22	1.2 - 7	17 NOV 22
1.3 - 1	1 MAY 14	2.2 - 4	1 AUG 19	3.2 - 6	28 JUL 22	1.2 - 8	17 NOV 22
1.3 - 2	1 MAY 14	2.2 - 5	1 AUG 19	3.2 - 7	18 JAN 18	1.2 - 9	17 NOV 22
1.4 - 1	4 JUL 19	2.2 - 6	1 AUG 19	3.2 - 8	18 JAN 18	1.2 - 10	17 NOV 22
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1.4 - 3	4 JUL 19	2.2 - 8	21 OCT 21	3.3 - 2	29 JUN 23	1.2 - 12	17 NOV 22
1.4 - 4	4 JUL 19	2.2 - 9	1 AUG 19	3.3 - 3	27 SEP 18	1.2 - 13	17 NOV 22
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1.5 - 2	13 APR 17	2.2 - 11	1 MAY 14	3.3 - 5	29 JUN 23	1.2 - 15	17 NOV 22
1.5 - 3	13 APR 17	2.2 - 12	1 MAY 14	3.3 - 6	29 JUN 23	1.2 - 16	17 NOV 22
1.5 - 4	13 APR 17	2.2 - 13	21 OCT 21	3.4 - 1	28 JUL 22	1.2 - 17	17 NOV 22
1.5 - 5	1 MAY 14	2.2 - 14	21 OCT 21	3.4 - 2	28 JUL 22	1.2 - 18	17 NOV 22
1.5 - 6	1 MAY 14	2.2 - 15	22 JAN 15	3.4 - 3	24 AUG 23	1.2 - 19	17 NOV 22
1.5 - 7	13 APR 17	2.2 - 16	22 JAN 15	3.4 - 4	24 AUG 23	1.2 - 20	17 NOV 22
1.5 - 8	13 APR 17	2.2 - 17	9 MAR 23	3.5 - 1	3 JUN 21	1.2 - 21	17 NOV 22
1.5 - 9	13 APR 17	2.2 - 18	9 MAR 23	3.5 - 2	3 JUN 21	1.2 - 22	17 NOV 22
1.5 - 10	13 APR 17	2.3 - 1	1 MAY 14	3.5 - 3	13 FEB 20	1.2 - 23	4 MAY 23
1.5 - 11	13 APR 17	2.3 - 2	1 MAY 14	3.5 - 4	13 FEB 20	1.2 - 24	17 NOV 22
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		2.3 - 4	13 JAN 22	3.5 - 6	27 JUL 23		

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1.2 - 26	17 NOV 22	1.12 - 4	1 MAY 14	3.3 - 8	19 OCT 23	5.2 - 6	27 SEP 18
1.2 - 27	17 NOV 22	1.13 - 1	1 MAY 14	3.3 - 9	19 OCT 23	5.2 - 7	29 JUN 23
1.2 - 28	17 NOV 22	1.13 - 2	1 MAY 14	3.3 - 10	19 OCT 23	5.2 - 8	11 JUN 15
1.2 - 29	17 NOV 22	1.14 - 1	9 MAR 23	3.3 - 11	19 OCT 23	5.3 - 1	25 OCT 18
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1.3 - 1	26 OCT 17	1.14 - 6	1 MAY 14	3.3 - 16	19 OCT 23	5.4 - 2	24 DEC 15
1.3 - 2	1 MAY 14			3.3 - 17	19 OCT 23	5.4 - 3	24 DEC 15
1.4 - 1	30 JUL 20	ENR 2		3.3 - 18	19 OCT 23	5.4 - 4	24 DEC 15
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1.4 - 5	25 AUG 22	2.1 - 4	22 OCT 20	3.3 - 22	19 OCT 23	5.4 - 8	24 DEC 15
1.4 - 6	25 AUG 22	2.1 - 5	9 JUL 15	3.4 - 1	19 OCT 23	5.4 - 9	24 DEC 15
1.4 - 7	29 JUN 23	2.1 - 6	26 SEP 19	3.4 - 2	19 OCT 23	5.4 - 10	24 DEC 15
1.4 - 8	29 JUN 23	2.1 - 7	22 OCT 20	3.5 - 1	19 OCT 23	5.4 - 11	24 DEC 15
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1.4 - 10	25 AUG 22	2.1 - 9	12 JAN 23	3.6 - 1	19 OCT 23	5.4 - 13	24 DEC 15
1.4 - 11	25 AUG 22	2.1 - 10	12 JAN 23	3.6 - 2	19 OCT 23	5.4 - 14	24 DEC 15
1.4 - 12	25 AUG 22	2.1 - 11	13 JAN 22			5.4 - 15	24 DEC 15
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1.8 - 2	1 MAY 14	2.2 - 4	26 OCT 17	4.4 - 3	24 AUG 23	5.4 - 27	24 DEC 15
1.9 - 1	19 OCT 23	2.2 - 4-1	26 OCT 17	4.4 - 4	20 OCT 22	5.4 - 28	24 DEC 15
1.9 - 2	19 OCT 23			4.5 - 1	1 MAY 14	5.4 - 29	19 JAN 17
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1.9 - 4	1 AUG 19	3.1 - 1	19 OCT 23			5.4 - 31	11 MAY 17
1.9 - 5	1 AUG 19	3.1 - 2	19 OCT 23	ENR 5		5.4 - 32	11 MAY 17
1.9 - 6	1 AUG 19	3.1 - 3	29 JUN 23	5.1 - 1	24 AUG 23	5.4 - 33	11 MAY 17
1.9 - 7	13 JAN 22	3.1 - 4	29 JUN 23	5.1 - 2	24 AUG 23	5.4 - 34	11 MAY 17
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1.9 - 9	25 AUG 22	3.1 - 6	29 JUN 23	5.1 - 4	20 OCT 22	5.5 - 2	27 JUL 23
1.9 - 10	25 AUG 22	3.1 - 7	29 JUN 23	5.1 - 5	28 JUL 22	5.5 - 3	27 JUL 23
1.9 - 11	25 AUG 22	3.1 - 8	29 JUN 23	5.1 - 6	28 JUL 22	5.5 - 4	27 JUL 23
1.9 - 12	25 AUG 22	3.1 - 9	20 DEC 18	5.1 - 7	29 AUG 19	5.6 - 1	1 MAY 14
1.9 - 13	20 OCT 22	3.1 - 10	20 DEC 18	5.1 - 8	1 JUL 21	5.6 - 2	1 MAY 14
1.9 - 14	20 OCT 22	3.1 - 11	9 FEB 23	5.1 - 9	28 JUL 22		
1.9 - 15	20 OCT 22	3.1 - 12	9 FEB 23	5.1 - 10	28 JUL 22	ENR 6	
1.9 - 16	20 OCT 22	3.1 - 13	9 FEB 23	5.1 - 11	17 APR 14	6 - 1	29 OCT 15
1.9 - 17	20 OCT 22	3.1 - 14	9 FEB 23	5.1 - 12	17 APR 14	6 - 1-1	29 OCT 15
1.9 - 18	20 OCT 22	3.2 - 1	19 OCT 23	5.1 - 13	13 APR 17	6 - 1-2	24 AUG 23
1.10 - 1	29 JUN 23	3.2 - 2	19 OCT 23	5.1 - 14	13 APR 17	6 - 2	9 FEB 23
1.10 - 2	29 JUN 23	3.3 - 1	19 OCT 23	5.1 - 15	17 NOV 22	6 - 3	9 FEB 23
1.11 - 1	29 JUN 23	3.3 - 2	19 OCT 23	5.1 - 16	1 MAY 14	6 - 4	6 JUL 17
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		3.3 - 6	19 OCT 23	5.2 - 4	27 AUG 20		

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

1. 항공교통흐름관리 운영

1. Air Traffic Flow Management

1.1 일반사항

1.1 General

1.1.1 항공교통흐름관리(이하 "ATFM"이라 한다.) 업무는 항공교통관제 수용능력을 최대화하고, 항공교통업무기관에서 정한 수용능력과 교통량 수요와의 균형을 통하여 항공안전과 원활한 항공교통흐름을 제공하기 위한 목적으로 수행된다.

1.1.1 Air Traffic Flow Management (hereinafter referred to as "ATFM") is a service established for the purpose of making a safer aviation environment and more effective air traffic flow by ensuring that the usage of ATC capacity is utilized to its maximum safe extent possible and actual air traffic volume demand is compatible with the capacity declared by the appropriate ATS units.

1.1.2 ATFM 업무는 인천비행정보구역(이하 "인천FIR"이라 한다.) 내에서 제공되며, 인천FIR내 항공교통업무를 수행하는 자, 공항운영자, 항공기 운영자 및 계기비행방식으로 비행하는 항공기에 적용한다.

1.1.2. ATFM services are provided within Incheon FIR and applied to air traffic service units and the staffs, airport operators and IFR flights within Incheon FIR.

1.2 흐름관리 서비스 제공 기관

1.2 ATFM Service provider

1.2.1 인천FIR내 ATFM 서비스는 항공교통통제센터(Air Traffic Command Center, 이하 "ATCC"라 한다.)에서 총괄하며, 인접국의 제한사항 전파 및 접수, 조정이동 개시시간(Calculated Off Block Time, 이하 "COBT"라 한다.)/조정이륙시간(Calculated Take Off Time, 이하 "CTOT"라 한다) 발부 및 교환 등 ATFM 슬롯 배정 업무를 수행한다.

1.2.1 ATCC(Air Traffic Command Center) will provide ATFM services in Incheon FIR.
a. Management of ATFM restrictions from adjacent FIRs and/or ATC facilities in Incheon FIR
b. Allocate ATFM subject flights by issuing COBT(Calculated Off Block Time)/CTOT(Calculated Take Off Time)
c. Other ATFM-relevant issue management

1.2.2 대구·인천항공교통관제소, 서울·김해·제주접근관제소 및 인천·김포·제주관제탑에 흐름관리석(Flow Management Unit, 이하 "FMU"라 한다.)을 운영한다.

1.2.2 Following ATC facilities operate FMU (Flow Management Unit).
a. DAEGU · INCHOEN ACC
b. SEOUL · GIMHAE · JEJU approach
c. INCHEON · GIMPO · JEJU airport

1.2.3 ATCC 및 FMU는 24시간 운영한다.

1.2.3 ATCC and FMUs operate 24 hours.

1.3 흐름관리 시행

1.3 ATFM Operation

1.3.1 다음 각 호와 같은 경우에 흐름관리가 시행될 것이다.

1.3.1 ATFM services will initiate when the following situations occur :

1.3.1.1 악기상, 항행시설 장애 등으로 공역 또는 공항의 비정상상황으로 항공기 수요량과 수용량의 불균형이 발생하거나 예상되는 경우

1.3.1.1 When an imbalance of demand and capacity occurs or is predicted due to abnormal situations at the airport or airspace caused by adverse weather or malfunction of air navigation aids, etc.

1.3.1.2 교통량 증가 등으로 원활한 항공교통흐름에 장애가 발생하거나 예상되는 경우

1.3.1.2 When smooth air traffic flow is or is predicted to hinder due to traffic volume increase; and

1.3.1.3 인접국으로부터 특정 항공로(픽스)/공항/공역의 교통량 조절을 위해 제한사항이 발부되는 경우

1.3.1.3 When Restrictions are issued by adjacent countries in order to manage the balance of traffic volume and demand at specific routes (fix)/airports/airspace.

1.3.1.4 기타 ATCC 또는 FMU에서 교통량 조절이 필요하다고 판단되는 경우

1.3.1.4 When ATCC or FMU determines that traffic volume adjustment is necessary.

1.3.2 흐름관리는 운항제한이 최소화 되도록 발부될 것이다.

1.3.2 The ATFM restrictions will be minimized to reduce the impact on the relevant aircraft.

1.4 흐름관리 정보 발행

1.4 ATFM Information distribution

1.4.1 흐름관리 일일계획서

1.4.1 ATFM Daily Plan

1.4.1.1 흐름관리 일일계획서(ATFM Daily Plan, 이하 "ADP"라 한다.)는 익일 예상되는 흐름관리 내용을 전일 공지하는 것으로 매일 08시(UTC)에 ADP가 발행 될 것이다.

1.4.1.1 ADP (ATFM Daily Plan) will be issued at 0800 UTC daily to notify the following day's ATFM plan in advance.

1.4.1.2 ADP에는 흐름관리 대상 공항/공역, 제약시간, 사유, 흐름관리 조치방법 등이 포함된다.

1.4.1.2 ADP will includes restrictions on aerodrome/airspace, start/end time, reasons of the restrictions and expected ATFM measures.

1.4.2 ATFM 메시지

1.4.2 ATFM Message

1.4.2.1 ATFM 조치가 시행되면 다음 각 호의 사항이 포함된 ATFM 메시지가 발행 될 것이다.

1.4.2.1 When ATFM measures are in effect, ATCC will issue ATFM message, which includes the following information.

- 가. 제목
- 나. 적용일시 (년월일 UTC 0000-0000UTC)
- 다. 적용위치 (해당 FIX)
- 라. 내용

- a. TITLE
- b. DATE, TIME (YYMMDD 0000-0000UTC)
- c. POSITION (FIX)
- d. CONTENT

- (1) GDP (Ground Delay Program)
- (2) GS (Ground Stop)
- (3) AFP (Airspace Flow Program)
- (4) MIT (Miles In Trail)
- (5) MINT (Minutes In Trail)
- (6) Re-Route

- (1) GDP (Ground Delay Program)
- (2) GS (Ground Stop)
- (3) AFP (Airspace Flow Program)
- (4) MIT (Miles In Trail)
- (5) MINT (Minutes In Trail)
- (6) Re-Route

- 마. 사유
- 바. 기타 필요한 정보

- e. REASON
- f. OTHER NECESSARY INFORMATION

1.4.2.2 항공교통흐름관리가 더 이상 필요치 않거나, 변경사항이 발생할 경우 종료 또는 변경메시지가 발행될 것이다.

1.4.2.2 When ATFM measures are not necessary or any change occurs, the ATFM message will be canceled or modified.

1.4.3 항공고시보

1.4.3 NOTAM

ATFM 조치를 위해 필요한 경우 다음 각 호의 사항이 포함된 노탐이 발행 될 것이다.

If necessary, NOTAM will be issued for the ATFM measures with following items.

- 가. 적용일시
- 나. 적용위치(항공로/픽스/공항 등)
- 다. 내용
- 라. 사유
- 마. 기타 필요한 정보

- a. Application date and time
- b. Application area (routes/fix/airports)
- c. Contents
- d. Reason of the restriction
- e. Other necessary Information

1.5 ATFM 정보 제공

1.5 Provision of ATFM Information

ADP, ATFM 메시지 및 COBT/CTOT는 흐름관리 단말기(FMT : Flow Management Terminal)와 웹사이트(<http://ubikais.fois.go.kr>)를 통해 제공될 것이다.

ADP, ATFM message and COBT/CTOT will be provided via FMT (Flow Management Terminal) and web site (<http://ubikais.fois.go.kr>).

1.6 ATFM 조치

1.6 ATFM Measures

상황에 따라 다양한 ATFM조치가 적용될 수 있다.

Based on the situation, various ATFM measures will be implemented.

1.6.1 출발항공기

1.6.1 Departure aircraft

- 가. COBT/CTOT 발부
- 나. 최소 출발간격 지정
- 다. 지상 정지
- 라. 비행계획상의 항공로 재설정에 대한 협조
- 마. 비행 경로상 특정 픽스 CTO (Calculate Time over) 지정

- a. Issue COBT/CTOT
- b. Apply Minimum Departure Interval
- c. Apply Ground Stop
- d. FPL revise for Re-route
- e. Issue CTO (Calculate Time over) at specified fix

1.6.2 도착/통과 항공기

1.6.2 Arrivals / Overflight

- 가. 대상공역에 대한 최소 진입간격 지정
- 나. 비행 경로상 특정 픽스 CTO 지정
- 다. 고도/속도/항공로에 관한 제한
- 라. 대상 공항/공역으로의 진입 금지(공중체공 포함)

- a. Apply Minimum entry Interval for subject airspace
- b. Issue CTO at specified fix
- c. Blockade of specific altitudes and/or route
- d. Prohibit the entry of subject airspace/airport

ENR 3. ATS ROUTES

ENR 3.1 Lower ATS routes

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
A582						
△ ANYANG VORTAC(SEL) 372449N 1265542E	174° 354°	UNL 4 500 (3 400)	10	↓		Daegu ACC FREQ : 132.80 MHz 118.925 MHz 122.75 MHz ¹⁾ 1) Common frequency
△ POLEG 371249N 1265935E	174° 354°	Class A, D, G				Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
△ SONGTAN VORTAC(SOT) 370540N 1270154E	7.4					
▲ OSPOT 365018N 1272055E	144° 324° 21.6	UNL 8 000 (3 300) Class A, D, G				
▲ VASLI 364252N 1273003E	144° 324° 10.4					Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency
▲ MAKDU 362712N 1274909E	144° 324° 21.9	UNL 8 000 (4 300) Class A, D, G				
	144° 324° 14.6	UNL 8 000 (4 400) Class A, D, G				Airspace Classification Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
▲ BITUX 361645N 1280148E	144° 324° 14.6	UNL 10 000 (5 200) Class A, D, G				
△ DALSEONG VORTAC(TGU) 354835N 1283527E	39.2	Class A, D, G				
▲ KALOD 353012N 1284626E	162° 342° 20.4	UNL 6 000 (5 400) Class A, D, G				
△ BUSAN VORTAC(PSN) 350721N 1285958E	162° 342° 25.4					
▲ APELA(FIR BDRY) 344323N 1291400E	162° 342° 26.6	UNL 4 000 (3 000) Class A, D, G			↑	
INCHEON FIR FUKUOKA FIR						

Change : Information of title for ENR 3.1.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification		Lateral limits NM	Direction of cruising levels		Remarks Controlling unit channel Logon address	
					Odd	Even		
1	2	3		4	5		6	
A586*							↓ Daegu ACC FREQ : 122.25 MHz 134.175 MHz 120.575 MHz 125.925 MHz 122.75 MHz¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 125.375 MHz 124.575 MHz 122.75 MHz²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1 Daegu ACC FREQ : 128.175 MHz 128.325 MHz 122.75 MHz³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1 Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.	
△ TENAS 373820N 1313427E	227° 047°	UNL FL 310(4 600) Class A, G		10				
△ AGSUS 364521N 1304044E	68.1							
▲ DABIK 361743N 1301143E	228° 048°	UNL FL 310(1 500) Class A, G						
▲ BULGA 355609N 1294924E	36.2							
▲ BEDOM 352513N 1291754E	228° 048°	UNL FL 310(2 900) Class A, G						
△ BUSAN VORTAC(PSN) 350721N 1285958E	40.2							
	228° 047°	UNL FL 310(4 000) Class A, G						
△ OMOTU 350033N 1285022E	23.1							
	237° 057°	(79/78)	10 000 8 000(3 500) Class D					
	10.4							
	237° 057°		10 000 8 000(3 200) Class D					
	22.3							
▲ TOPAX 344555N 1282952E	237° 057°		10 000 8 000(2 800) Class D					
▲ GOSBO 341517N 1274734E	46.4							
	237° 056°		UNL** 11 000		10 000 8 000(2 000) Class D			
	30.7							
▲ MAKET 335452N 1271953E	236° 056°				10 000 8 000(1 500) Class D			
△ ATINA 334320N 1270423E	17.3							
	236° 056°				10 000 8 000(1 500) Class D			
△ MANOL 333629N 1265514E	10.3							
	235° 055°		10 000 9 000(8 700) Class D					
△ JEJU VORTAC(CJU) 332305N 1263727E	20.0							
	169° 349°	UNL 9 000(8 700) Class A, D, G						
▲ TOSAN 330012N 1264619E	24.0							
	169° 349°	UNL 9 000(1 500) Class A, D, G						
▲ RUGMA(FIR BDRY) 323012N 1265753E	31.5				↑			
INCHEON FIR								
FUKUOKA FIR								

TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday
- SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.

* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572.
** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Daegu ACC before flight
planning.

ENR 3.2 Upper ATS routes

NIL

INTENTIONALLY

LEFT

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ENR 3.3 AREA NAVIGATION ROUTES

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits or (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
L512 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) <i>Common frequency</i>
△ TENAS 373820N 1313427E	N/A	<u>098</u> 279	52.3	UNL FL 270(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1 * L512 OPS HR between TENAS and ANDOL - EASTBOUND : H24 - WESTBOUND : H24 ** After ANDOL, MEA is FL 290, see AIP JAPAN. *** Extended DME DOC volume service is 220 NM.
△ SABET 373829N 1324019E		<u>093</u> 274	15.7				
▲ ANDOL(FIR BDRY) 373958N 1330000E							
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<TENAS/SABET>, KPO<TENAS/SABET> 2. DME GAP : SABET/ANDOL, GNSS required.							
Y233 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ²⁾ 2) <i>Common frequency</i>
△ BUSKO 374033N 1301610E	N/A	<u>069</u> 250	30.0	UNL FL 200(1 500) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
△ SELPA 375515N 1304911E		<u>070</u> 251	69.1				
△ ONATA 382832N 1320602E		<u>071</u> 251	20.0				
▲ KANSU(FIR BDRY) 383800N 1322830E							
INCHEON FIR							
PYONGYANG FIR							
1. Critical DME : KAE<BUSKO/SELPA>, KPO<BUSKO/SELPA>, KAE<SELPA/ONATA>, KPO<SELPA/ONATA> 2. DME GAP : ONATA/KANSU, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency		
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even			
1	2	3	4	5	6		7		
Y253 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSU 350731N 1264206E △ GWANGJU VOR(KWA) 350734N 1264844E △ SAMUL 350736N 1265154E ▲ TEDAN 350744N 1271852E △ ANUBA 350746N 1273523E ▲ SAPDI 350737N 1282952E ▲ SARAM 350736N 1283147E △ ANKUS 350730N 1284616E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Incheon ACC FREQ : 123.725 MHz 124.50 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1		
		<u>097</u> 277	5.4	<u>UNL</u> 8 000(2 400) Class A, D, G	↓				
		<u>097</u> 278	2.6	<u>UNL</u> 8 000(2 000) Class A, D, G					
		<u>097</u> 278	22.1	<u>UNL</u> 8 000(5 200) Class A, D, G					
		<u>098</u> 278	13.5	<u>UNL</u> 8 000(5 400) Class A, D, G					
		<u>098</u> 278	44.7						
		<u>098</u> 278	1.6	<u>UNL</u> 8 000(2 400) Class A, D, G					
		<u>098</u> 279	11.9				<u>UNL</u> 8 000(4 000) Class A, D, G		
		<u>099</u> 279	11.2	<u>UNL</u> 8 000(3 500) Class A, D, G					
									↑
		1. Critical DME : PSN<SAPDI/SARAM>, CJU<SAPDI/SARAM>, PSN<SARAM/ANKUS>, CJU<SARAM/ANKUS>, PSN<ANKUS/PSN>, CJU<ANKUS/PSN>							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency	
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Y437 (RNAV2) [GNSS,DME/DME, DME/DME/IRU] △ GANGWON VORTAC(KAE) 374203N 1284514E ▲ NOMEX 374112N 1294441E △ BUSKO 374033N 1301610E △ TENAS 373820N 1313427E △ MALSO 375440N 1314904E ▲ KANSU(FIR BDRY) 383800N 1322830E	N/A						Daegu ACC FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) <i>Common frequency</i> Airspace Classification refer to ENR 3.1-1	
		<u>100</u> 280	47.2	<u>UNL</u> 8 000(6 400) Class A, D, G	↓			
		<u>100</u> 281	25.0	<u>UNL</u> 8 000(1 500) Class A, D, G				
		<u>101</u> 281	62.2					
		<u>044</u> 224	20.0					
		<u>044</u> 225	53.3	<u>UNL</u> FL 200(1 500) Class A, D, G				
								↑
	INCHEON FIR							
	PYONGYANG FIR							

1. Critical DME : KAE<KAE/NOMEX>, KPO<KAE/NOMEX>, KAE<NOMEX/BUSKO>, KPO<NOMEX/BUSKO>, KAE<BUSKO/TENAS>, KPO<BUSKO/TENAS>, KAE<TENAS/MALSO>, KPO<TENAS/MALSO>
2. DME GAP : MALSO/KANSU GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency	
				Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Y571 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ SOSDO 330012N 1262735E △ OMKIM 331320N 1264114E △ PAPLU 333441N 1270337E ▲ AKPON 334650N 1271953E ▲ NISAV 341519N 1275835E ▲ ANROD 343758N 1282952E △ POVEM 345523N 1285416E △ BUSAN VORTAC(PSN) 350721N 1285958E							Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency	
	N/A	<u>048</u> 229	17.4	<u>UNL</u> 11 000(1 500) Class A, D, G	↓			Airspace Classification refer to ENR 3.1-1
		<u>049</u> 229	28.4	<u>UNL</u> 11 000(2 200) Class A, D, G				
		<u>056</u> 236	18.2	<u>UNL</u> 11 000(1 500) Class A, D, G				
		<u>056</u> 236	42.9	<u>UNL</u> 11 000(1 800) Class A, D, G				
		<u>056</u> 237	34.4	<u>UNL</u> 11 000(2 100) Class A, D, G				
		<u>057</u> 237	26.6	<u>UNL</u> 11 000(2 800) Class A, D, G				
		<u>029</u> 209	12.8	<u>UNL</u> 11 000(3 000) Class A, D, G				
	1. DME GAP : SOSDO/OMKIM, OMKIM/PAPLU, PAPLU/AKPON, AKPON/NISAV GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y572 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.175 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency
△ BUSAN VORTAC(PSN) 350721N 1285958E	N/A	249 069	10.1	UNL 11 000(3 000) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
△ OLMUD 350225N 1284916E		237 057	21.1	UNL 11 000(3 200) Class A, D, G			
▲ ENGOT 344834N 1282952E		237 056	50.4	UNL 11 000(2 600) Class A, D, G			
▲ POVOR 341520N 1274400E		236 056	26.8	UNL 11 000(2 000) Class A, D, G			
▲ UPGOS 335733N 1271953E		236 056	17.0	UNL 11 000(1 500) Class A, D, G			
△ BILUM 334613N 1270439E		236 056	10.5	UNL 11 000(1 500) Class A, D, G			Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
△ BEPKO 333910N 1265514E		230 050	21.9	UNL 11 000(5 600) Class A, D, G			
△ JEJU VORTAC(CJU) 332305N 1263727E		169 349	10.2	UNL 11 000(8 700) Class A, D, G		↓	
△ OMKIM 331320N 1264114E		169 349	13.8	UNL 11 000(1 500) Class A, D, G			
▲ TOSAN 330012N 1264619E		169 349	31.5	UNL 11 000(1 500) Class A, D, G			
▲ RUGMA(FIR BDRY) 323012N 1265753E					↑		
INCHEON FIR							
FUKUOKA FIR							

1. DME GAP : UPGOS/BILUM, BILUM/BEPKO, BEPKO/CJU, CJU/OMKIM, OMKIM/TOSAN, TOSAN/RUGMA GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Y579 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ TENAS 373820N 1313427E △ AGSUS 364521N 1304044E ▲ DABIK 361743N 1301143E ▲ BULGA 355609N 1294924E ▲ BEDOM 352513N 1291754E △ BUSAN VORTAC(PSN) 350721N 1285958E	N/A						Daegu ACC FREQ : 122.25 MHz 134.375 MHz 120.575 MHz 125.925 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
		<u>228</u> 047	68.1	<u>UNL</u> FL 140(1 500) Class A, D, G		↓	
		<u>229</u> 049	36.2				
		<u>229</u> 048	28.1				
		<u>228</u> 048	40.2	<u>UNL</u> FL 140(2 700) Class A, D, G			
		<u>228</u> 047	23.1	<u>UNL</u> FL 140(3 800) Class A, D, G			
					↑		

1. TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1400~2200 - SAT: 2200 on the preceding until 2400 on the Saturday
- SUN : 0000~2200 - Holiday : 1400 on the preceding until 2200 on the holiday. Rest of Y579-PERM. See ENR 1.1-1.2.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Y644 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ¹⁾
SANGHAI FIR							1) Common frequency Eastbound (AGAVO-EGOBA) FL 410, FL 390, FL 370, FL 350, FL 330, FL 310, FL 290, FL 270, FL 250, FL 230 REF. ENR 3.1-10 for the detailed altitude conversion procedures. Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A	<u>096</u> 276	11.8	UNL FL 150(1 500) Class A, D, G	↓		
△ RILRO 371033N 1241442E		<u>096</u> 276	8.1				
△ GONAV 371048N 1242453E		<u>096</u> 277	20.0				
△ BODOL 371122N 1244954E		<u>097</u> 277	31.4				
▲ REBIT 371203N 1252913E		<u>097</u> 278	15.0				
△ BELTU 371218N 1254759E		<u>098</u> 278	32.1	UNL 8 000(2 400) Class A, D, G			
△ BOGAN 371241N 1262812E		<u>098</u> 278	17.6	UNL 8 000(3 200) Class A, D, G			
▲ MONSI 371247N 1265015E		<u>098</u> 278	7.5	UNL 8 000(2 400) Class A, D, G			
△ POLEG 371249N 1265935E		<u>057</u> 237	24.7	UNL FL 140(3 300) Class A, D, G			
△ EGOBA 372915N 1272246E							
1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GONAV 371048N 1242453E △ DALPO 365835N 1242453E ▲ NONOS 364046N 1242453E ▲ DANPA 353036N 1242453E ▲ PALSA 340131N 1242453E △ TOLIS 335030N 1242453E ▲ LIMDI 333313N 1254953E △ REMOS 332605N 1262329E △ JEJU VORTAC(CJU) 332305N 1263727E	N/A			UNL FL 140(1 500) Class A, D, G	↓		Daegu ACC FREQ : 132.80 MHz 128.70 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
		188 008	12.2				
		188 008	17.8				
		188 008	70.1				
		188 007	88.9				
		187 007	11.0				
		111 291	73.0				
		111 292	29.0				
		112 292	12.1				
							Incheon ACC FREQ : 132.15 MHz 123.55 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
							Incheon ACC FREQ : 120.725 MHz 128.30 MHz 132.20 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
							Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1
						↑	
1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/DANPA>, KUZ<NONOS/DANPA>, KWA<LIMDI/REMOS>, CJU<LIMDI/REMOS> 2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/LIMDI, REMOS/CJU GNSS required.							
Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GWANGJU VOR(KWA) 350734N 1264844E ▲ IGDOK 353104N 1274907E △ DALSEONG VORTAC(TGU) 354835N 1283527E	N/A				↓		Incheon ACC FREQ : 123.725 MHz 124.50 MHz 132.20 MHz ⁵⁾ 5) Common frequency Airspace Classification refer to ENR 3.1-1
		072 253	54.7				
		073 254	41.6				
							Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ⁶⁾ 6) Common frequency Airspace Classification refer to ENR 3.1-1

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency	
				Airspace classification	Odd	Even		
1	2	3	4	5	6		7	
Y659 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ GUNSAN VORTAC(KUZ) 355437N 1263641E △ ELPOS 355410N 1264707E △ RINBO 355352N 1265349E △ MELES 355251N 1271542E △ OPEDA 355149N 1273652E △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ LAPAL 355413N 1290452E △ POHANG VORTAC(KPO) 355838N 1292828E	N/A					Incheon ACC FREQ : 126.175 MHz 134.375 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1		
			101 281	8.5	10 000 7 000(1 700)		↓	
			101 281	5.5	Class D			
			101 282	17.8	10 000 7 000(3 700)			
					Class D			
			102 282	17.2	10 000 7 000(5 000)			
					Class D			
			102 282	47.7	10 000 7 000(6 600)			
					Class D			
			085 265	24.6	UNL 6 000(4 200)			
					Class A, D, G			
			085 265	19.7	UNL 6 000(3 300)			
				Class A, D, G				
						Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1		
Y677 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ JEJU VORTAC(CJU) 332305N 1263727E ▲ TAMNA 332815N 1271953E ▲ SAMDO(FIR BDRY) 333503N 1281857E	N/A					Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1		
			089 269	35.9	UNL 9 000(6 300) Class A, D, G		↓	
					UNL 9 000(1 500) Class A, D, G			
			089 270	49.8				
INCHEON FIR							Airspace Classification refer to ENR 3.1-1	
FUKUOKA FIR								
1. Critical DME : PSN<CJU/TAMNA>, CJU<CJU/TAMNA>, PSN<TAMNA/SAMDO>, CJU<TAMNA/SAMDO>								

1. Critical DME : PSN<CJU/TAMNA>, CJU<CJU/TAMNA>, PSN<TAMNA/SAMDO>, CJU<TAMNA/SAMDO>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y685 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 132.80 MHz 128.70 MHz 118.925 MHz 120.525 MHz 122.75 MHz ¹⁾ 1) Common frequency
△ ANYANG VORTAC(SEL) 372449N 1265542E	N/A				↓		Only flying westbound from KPO to SEL on Y685 is authorized except ACFT departing from RKTY or RKTl. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on Y685 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ KALMA 371845N 1270645E		133 313	10.7	UNL 8 000(3 200) Class A, D, G			
△ KAKSO 370745N 1272637E		133 313	19.3	UNL 8 000(2 900) Class A, D, G			
▲ GUKDO 370111N 1273823E		133 313	11.5	UNL 8 000(3 600) Class A, D, G			
△ ENSAL 365554N 1274747E		133 314	9.2	UNL 8 000(3 700) Class A, D, G			Daegu ACC FREQ : 120.575 MHz 119.375 MHz 134.375 MHz 122.75 MHz ²⁾ 2) Common frequency Only flying westbound from KPO to SEL on Y685 is authorized except ACFT departing from RKTY or RKTl. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on Y685 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ BASEM 365037N 1275710E		134 314	9.2	UNL 8 000(4 000) Class A, D, G			
▲ BIGOB 364325N 1280952E		134 314	12.5	UNL 8 000(5 000) Class A, D, G			
△ YECHEON VOR(CUN) 363755N 1281931E		134 314	9.5	UNL 8 000(4 900) Class A, D, G			
△ ELAPI 362014N 1285051E		133 314	30.8	UNL 8 000(3 800) Class A, D, G			
△ POHANG VORTAC(KPO) 355838N 1292828E		134 314	37.3	UNL 8 000(4 700) Class A, D, G			
▲ BULGA 355609N 1294924E		107 287	17.2	UNL 8 000(2 100) Class A, D, G			
▲ SAPRA(FIR BDRY) 354926N 1304325E		107 287	44.4	UNL 8 000(1 500) Class A, D, G			
INCHEON FIR							
FUKUOKA FIR							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ¹⁾
SANGHAI FIR							
INCHEON FIR							1) Common frequency
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A	<u>066</u> 246	7.5	UNL FL 150(1 500) Class A, D, G			Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200 REF. ENR 3.1-9 for the detailed altitude conversion procedures. Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ OLBIM 371411N 1240751E		<u>066</u> 246	16.2				
△ NOGON 372250N 1242505E		<u>097</u> 277	20.0				
△ ANSIM 372323N 1245009E		<u>097</u> 277	19.0				
▲ BINIL 372349N 1251359E		<u>097</u> 277	20.0				
▲ NOPIK 372412N 1253905E		<u>097</u> 278	41.0	UNL 8 000(2 100) Class A, D, G			Daegu ACC FREQ : 132.80 MHz 118.925 MHz 122.75 MHz ²⁾
△ GOGET 372442N 1263036E		<u>098</u> 278	20.0	UNL 7 500(3 400) Class A, D, G	↓	↑	
△ ANYANG VORTAC(SEL) 372449N 1265542E		<u>087</u> 267	22.0	UNL 7 500(5 100) Class A, D, G			Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ³⁾
△ EGOBA 372915N 1272246E		<u>087</u> 267	13.9	UNL 7 500(4 500) Class A, D, G			
▲ KARBU 373159N 1273952E		<u>087</u> 268	22.9	UNL 7 500(7 500) Class A, D, G			Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ⁴⁾
▲ TORUS 373625N 1280807E		<u>088</u> 268	21.8	UNL 7 500(7 100) Class A, D, G			
▲ BIKSI 374032N 1283504E		<u>088</u> 268	8.2	UNL 8 000(7 100) Class A, D, G			Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ⁴⁾
△ GANGWON VORTAC(KAE) 374203N 1284514E		<u>130</u> 310	30.0	UNL 9 000(1 500) Class A, D, G			
▲ PILIT 372631N 1291731E		<u>130</u> 310	27.5	UNL 9 000(1 500) Class A, D, G			Only flying westbound from LANAT to KAE on G597 shall get 24HR PPR from Daegu ACC.
▲ NIMUS 371210N 1294656E		<u>130</u> 310	50.8				
△ AGSUS 364521N 1304044E		<u>130</u> 311	42.9				
▲ LANAT(FIR BDRY) 362224N 1312542E						↑	Airspace Classification refer to ENR 3.1-1
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<AGAVO/OLBIM>, KUZ<AGAVO/OLBIM>, SEL<OLBIM/NOGON>, KUZ<OLBIM/NOGON>, SEL<NOGON/ANSIM>, KUZ<NOGON/ANSIM>, SEL<KARBU/TORUS>, KAE<KARBU/TORUS>, SEL<TORUS/BIKSI>, KAE<TORUS/BIKSI>, SEL<BIKSI/KAE>, KAE<BIKSI/KAE>, KAE<KAE/PILIT>, KPO<KAE/PILIT>, KAE<PILIT/NIMUS>, KPO<PILIT/NIMUS>, KAE<NIMUS/AGSUS>, KPO<NIMUS/AGSUS>, KAE<AGSUS/LANAT>, KPO<AGSUS/LANAT>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 132.80 MHz 128.70 MHz 122.75 MHz ¹⁾ 1) Common frequency
▲ MONSI 371247N 1265015E	N/A	190 010	29.4	UNL FL 140(2 900) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ BULTI 364322N 1264930E		187 007	10.0				Incheon ACC FREQ : 132.150 MHz 123.55 MHz 132.20 MHz ²⁾ 2) Common frequency
▲ MEKIL 363322N 1264953E		187 006	10.2	UNL FL 140(3 200) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ GONAX 362311N 1265016E		193 013	14.1	UNL FL 140(2 200) Class A, D, G			
△ BEDES 360905N 1264844E		193 013	14.9	UNL FL 140(2 800) Class A, D, G			
△ ELPOS 355410N 1264707E		193 013	24.0	UNL FL 140(3 800) Class A, D, G			
▲ MANGI 353011N 1264432E		193 013	22.7	UNL FL 140(4 000) Class A, D, G			Incheon ACC FREQ : 120.725 MHz 128.30 MHz 132.20 MHz ³⁾ 3) Common frequency
△ DALSU 350731N 1264206E		193 013	42.4	UNL FL 140(3 300) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ NULDI 342514N 1263739E		193 012	24.8	UNL FL 140(6 000) Class A, D, G			Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾ 4) Common frequency
▲ DOTOL 341515N 1263637E		207 027	25.9	UNL FL 140(6 300) Class A, D, G			Airspace Classification refer to ENR 3.1-1
△ KIDOS 335028N 1263402E		207 027	27.4				
△ REMOS 332605N 1262329E		207 027	33.4				
▲ PANSI 330014N 1261225E		207 026	18.2				
△ DOMKO 322848N 1255859E		207 026	12.0	UNL FL 140(1 500) Class A, D, G			Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ⁵⁾ (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ⁵⁾ 5) Common frequency
△ PONIK 320021N 1254659E		206 026	30.2				Airspace Classification refer to ENR 3.1-1
△ IKEDO 314314N 1253948E							
▲ KANKA 313155N 1253504E							
△ BONSO 302840N 1250851E							
▲ MUGUS(FIR BDRY) 300006N 1245712E							
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>

2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Page control.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	7		10
Y722 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Incheon ACC FREQ : 126.175 MHz 134.375 MHz 132.20 MHz ¹⁾ 1) Common frequency
△ SONGTAN VORTAC(SOT) 370540N 1270154E	N/A	<u>194</u> 014	21.5	UNL FL 140(3 100) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ OLMEN 364413N 1265928E		<u>187</u> 007	10.0	UNL FL 140(3 600) Class A, D, G			
△ GUNKU 363414N 1265949E		<u>187</u> 007	11.0	UNL FL 140(3 300) Class A, D, G			
▲ PEBRI 362311N 1270013E		<u>193</u> 013	29.5	UNL FL 140(2 300) Class A, D, G			Incheon ACC FREQ : 123.725 MHz 124.50 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
△ ATASO 355344N 1265657E		<u>193</u> 013	23.6	UNL FL 140(3 800) Class A, D, G			
▲ MAKSA 353011N 1265422E		<u>193</u> 013	22.7	UNL FL 140(4 000) Class A, D, G			
△ SAMUL 350736N 1265154E		<u>193</u> 013	52.5	UNL FL 140(3 400) Class A, D, G			Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
▲ KAMIT 341514N 1264618E		<u>193</u> 013	22.4	UNL FL 140(2 100) Class A, D, G			
△ GUKSU 335251N 1264357E		<u>193</u> 012	19.6	UNL FL 140(1 700) Class A, D, G			
△ LOSNI 333315N 1264153E		<u>207</u> 027	10.8	UNL FL 140(7 600) Class A, D, G			Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ⁴⁾ (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1
△ JEJU VORTAC(CJU) 332305N 1263727E		<u>207</u> 027	24.3	UNL FL 140(8 700) Class A, D, G			
▲ SOSDO 330012N 1262735E		<u>207</u> 027	29.5	UNL FL 140(1 500) Class A, D, G			
△ SAMLO 323223N 1261536E		<u>207</u> 027	30.2				
△ NIRAT 320354N 1260329E		<u>207</u> 027	18.1				
△ ELGEP 314653N 1255617E		<u>207</u> 027	12.1				
▲ TESIM 313526N 1255128E		<u>207</u> 026	100.9				
▲ ATOTI(FIR BDRY) 300013N 1251154E							
INCHEON FIR							
SANGHAI FIR							

1. Critical DME : KWA<KAMIT/GUKSU>, CJU<KAMIT/GUKSU>

2. DME GAP : GUKSU/LOSNI, LOSNI/CJU, CJU/SOSDO, SOSDO/SAMLO, SAMLO/NIRAT, NIRAT/TESIM, TESIM/ATOTI, GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Y744 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ PILIT 372631N 1291731E ▲ NOBUT 370715N 1291957E ▲ LOSTO 362016N 1292548E △ POHANG VORTAC(KPO) 355838N 1292828E ▲ APARU 352442N 1290932E △ BUSAN VORTAC(PSN) 350721N 1285958E							Daegu ACC FREQ : 134.175 MHz 120.575 MHz 123.65 MHz 119.375 MHz 122.75 MHz ¹⁾ <i>1) Common frequency</i> 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1
	N/A	$\frac{183}{003}$	19.3	UNL 9 000(4 900) Class A, D, G			
		$\frac{183}{003}$	47.2	UNL 9 000(5 600) Class A, D, G			
		$\frac{183}{003}$	21.7	UNL 9 000(2 100) Class A, D, G			
		$\frac{213}{033}$	37.2	UNL 9 000(4 400) Class A, D, G			
		$\frac{213}{032}$	19.0	UNL 9 000(4 400) Class A, D, G			
Y781 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E △ ANKUS 350730N 1284616E △ OMOTU 350033N 1285022E ▲ BESNA(FIR BDRY) 343718N 1290751E							Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ <i>2) Common frequency</i> Airspace Classification refer to ENR 3.1-1
	N/A	$\frac{192}{012}$	19.8	UNL 7 000(4 900) Class A, D, G			
		$\frac{162}{342}$	23.6	UNL 7 000(4 000) Class A, D, G			
		$\frac{162}{342}$	7.7	UNL 7 000(3 500) Class A, D, G			
		$\frac{156}{336}$	27.3	UNL 7 000(2 800) Class A, D, G			
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : PSN<OMOTU/BESNA>, CJU<OMOTU/BESNA>

2. DME GAP : ANKUS/OMOTU, GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency					
				Airspace classification	Odd	Even						
1	2	3	4	5	6		7					
Y782 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ ANYANG VORTAC(SEL) 372449N 1265542E △ POLEG 371249N 1265935E △ SONGTAN VORTAC(SOT) 370540N 1270154E ▲ OSPOT 365018N 1272055E ▲ VASLI 364252N 1273003E ▲ MAKDU 362712N 1274909E ▲ BITUX 361645N 1280148E △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ KALOD 353012N 1284626E △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ APELA(FIR BDRY) 344323N 1291400E							Daegu ACC FREQ : 128.70 MHz 120.525 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1					
	N/A	<u>174</u> 354	12.4	<u>UNL</u> 4 500(3 000) Class A, D, G	↓			Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1				
		<u>174</u> 354	7.4	<u>UNL</u> 4 500(2 000) Class A, D, G								
		<u>144</u> 324	21.6	<u>UNL</u> 8 000(3 300) Class A, D, G								
		<u>144</u> 324	10.4	<u>UNL</u> 8 000(4 200) Class A, D, G								
		<u>144</u> 324	21.9	<u>UNL</u> 10 000(4 500) Class A, D, G								
		<u>144</u> 324	14.6	<u>UNL</u> 8 000(4 400) Class A, D, G								
		<u>144</u> 324	39.2	<u>UNL</u> 5 000(3 600) Class A, D, G								
		<u>162</u> 342	20.4	<u>UNL</u> 4 000(3 000) Class A, D, G								
		<u>162</u> 342	25.4	<u>UNL</u> 4 000(3 000) Class A, D, G								
		<u>162</u> 342	26.6	<u>UNL</u> 4 000(3 000) Class A, D, G								
												↑
		INCHEON FIR										
	FUKUOKA FIR											

1. Critical DME : SEL<SEL/POLEG>, SOT<SEL/POLEG>, SEL<POLEG/SOT>, SOT<POLEG/SOT>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Z50 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ EGOBA 372915N 1272246E △ SONGTAN VORTAC(SOT) 370540N 1270154E ▲ BULTI 364322N 1264930E							Daegu ACC FREQ : 128.70 MHz 134.175 MHz 122.75 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	224 044	28.8	UNL FL 140(3 300) Class A, D, G		↓	
		213 032	24.4	UNL FL 140(2 900) Class A, D, G	↑		
Z51 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ BOPTA 364406N 1263658E △ MOXID 362311N 1264359E △ BEDES 360905N 1264844E							Incheon ACC FREQ : 132.15 MHz 123.55 MHz 132.20 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	173 353	21.6	UNL FL 150(3 900) Class A, D, G		↓	
		173 353	14.6	UNL FL 150(3 600) Class A, D, G			
Z52 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ OLMEN 364413N 1265928E △ POSAN 365615N 1271316E △ KAKSO 370745N 1272637E							Incheon ACC FREQ : 126.175 MHz 134.375 MHz 132.20 MHz ³⁾ 3) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	051 231	16.4	UNL 8 000(3 400) Class A, D, G	↓		
		051 232	15.7	UNL 8 000(3 000) Class A, D, G		↑	
Z53 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] ▲ BITUX 361645N 1280148E △ TEBEX 363341N 1275929E △ BASEM 365037N 1275710E							Daegu ACC FREQ : 125.375 MHz 120.575 MHz 125.775 MHz 119.375 MHz 122.75 MHz ⁴⁾ 4) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	002 182	17.0	UNL FL 160(4 000) Class A, D, G		↓	
		002 182	17.0	UNL FL 160(4 600) Class A, D, G	↑		

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
1	2	3	4	5	6		7
Z54 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 120.525 MHz 122.75 MHz ¹⁾ 1) Common frequency
△ SONGTAN VORTAC(SOT) 370540N 1270154E	N/A	<u>316</u> 136	11.7	<u>UNL</u> 8 000(2 400) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
▲ MONSI 371247N 1265015E		<u>316</u> 136	19.7	<u>UNL</u> 8 000(2 300) Class A, D, G			
△ GOGET 372442N 1263036E						↑	
Z55 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ²⁾ 2) Common frequency
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E	N/A	<u>154</u> 334	35.5	<u>UNL</u> FL 140(1 500) Class A, D, G	↑		Airspace Classification refer to ENR 3.1-1
▲ NONOS 364046N 1242453E							
1. Critical DME : SEL<AGAVO/NONOS>, KUZ<AGAVO/NONOS>							
Z56 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 122.25 MHz 125.925 MHz 122.75 MHz ³⁾ 3) Common frequency
PYONGYANG FIR							
INCHEON FIR							
▲ KANSU(FIR BDRY) 383800N 1322830E	N/A	<u>180</u> 360	40.2	<u>UNL</u> FL 200(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E		<u>180</u> 360	19.9				
△ SABET 373829N 1324019E		<u>180</u> 360	19.9				
▲ IGRAS(FIR BDRY) 371846N 1324411E							
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<PALDU/SABET>, KPO<PALDU/SABET>, KAE<SABET/IGRAS>, KPO<SABET/IGRAS> 2. DME GAP : KANSU/PALDU, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
					Odd	Even	
Z57 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 128.70 MHz 132.80 MHz 122.75 MHz ¹⁾
△ RILRO 371033N 1241442E							1) Common frequency
△ DALPO 365835N 1242453E	N/A	<u>154</u> 334	14.5	UNL FL 150(1 500) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<RILRO/DALPO>, KUZ<RILRO/DALPO>							
Z63 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Daegu ACC FREQ : 134.175 MHz 123.65 MHz 122.75 MHz ²⁾
▲ PILIT 372631N 1291731E							2) Common frequency
▲ NOMEX 374112N 1294441E	N/A	<u>064</u> 245	26.1	UNL FL 250(1 500) Class A, G	↓	↑	Airspace Classification refer to ENR 3.1-1
1. Critical DME : KAE<PILIT/NOMEX>, KPO<PILIT/NOMEX>							
Z81 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ³⁾
△ KIDOS 335028N 1263402E							3) Common frequency
△ JEJU VORTAC(CJU) 332305N 1263727E	N/A	<u>182</u> 001	27.5	UNL FL 140(8 700) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
Z82 (RNAV2) [GNSS, DME/DME/IRU]							Incheon ACC FREQ : 124.525 MHz 132.425 MHz 132.20 MHz ⁴⁾
△ JEJU VORTAC(CJU) 332305N 1263727E							4) Common frequency
▲ PANSI 330014N 1261225E	N/A	<u>230</u> 050	31.0	UNL FL 140(8 700) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
1. DME GAP : CJU/PANSI, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	6		7
Z83 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ DALSEONG VORTAC(TGU) 354835N 1283527E ▲ MASTA 352847N 1283340E ▲ SARAM 350736N 1283147E ▲ ENGOT 344834N 1282952E ▲ ANROD 343758N 1282952E	N/A						Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ¹⁾ <i>1) Common frequency</i> Airspace Classification refer to ENR 3.1-1
		192 012	19.8	UNL 5 000(4 900) Class A, D, G			
		192 012	21.2	UNL 5 000(3 800) Class A, D, G			
		193 013	19.1	UNL 5 000(3 000) Class A, D, G			
		188 008	10.6	UNL 5 000(2 300) Class A, D, G			
1. Critical DME : PSN<TGU/MASTA>, TGU<TGU/MASTA>, PSN<MASTA/SARAM>, TGU<MASTA/SARAM>, PSN<SARAM/ENGOT>, TGU<SARAM/ENGOT> 2. DME GAP : ENGOT/ANROD, GNSS required.							
Z84 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ KALEK(FIR BDRY) 351232N 1295305E	N/A						Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ <i>2) Common frequency</i> Airspace Classification refer to ENR 3.1-1
		091 272	43.8	UNL 8 000(3 100) Class A, D, G			
INCHEON FIR							
FUKUOKA FIR							
Z85 (RNAV2) [GNSS, DME/DME/IRU] △ BILUM 334613N 1270439E △ PAPLU 333441N 1270337E ▲ RUGMA(FIR BDRY) 323012N 1265753E	N/A						Incheon ACC FREQ : 124.525 MHz 128.175 MHz 132.20 MHz ³⁾ <i>3) Common frequency</i> Airspace Classification refer to ENR 3.1-1
		192 012	11.5	UNL FL 170(1 500) Class A, D, G			
		192 011	64.5				
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BILUM/PAPLU, PAPLU/RUGMA, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits Lower limits (MOCA) ft AMSL or FL	Direction of cruising levels		Remarks Controlling unit Frequency
				Airspace classification	Odd	Even	
1	2	3	4	5	7		10
Z86 (RNAV2) [GNSS, DME/DME/IRU] △ BONSO 302840N 1250851E ▲ ATOTI(FIR BDRY) 300013N 1251154E							Incheon ACC FREQ : 124.525 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	181 001	28.5	UNL FL 140(1 500) Class A, D, G		↓	
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BONSO/ATOTI, GNSS required.							
Z91 (RNAV2) [GNSS, DME/DME, DME/DME/IRU] △ BUSAN VORTAC(PSN) 350721N 1285958E ▲ INVOK(FIR BDRY) 344719N 1291923E							Daegu ACC FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾ 2) Common frequency Airspace Classification refer to ENR 3.1-1
	N/A	149 329	25.6	UNL 10 000(3 000) Class A, D, G	↓		
INCHEON FIR							
FUKUOKA FIR							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits	Direction of cruising levels		Remarks Controlling unit Frequency
				Lower limits (MOCA) ft AMSL or FL Airspace classification	Odd	Even	
1	2	3	4	5	7		10
Y590 (RNAV2) [GNSS, DME/DME/IRU]							Incheon ACC FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz ¹⁾ (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz ¹⁾ 1) Common frequency Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							
INCHEON FIR							
▲ BEDAR(FIR BDRY) 315401N 1262910E	N/A	<u>263</u> 082	28.9	UNL FL 240(1 500) Class A, G			
△ ELGEP 314653N 1255617E		<u>262</u> 082	14.5				
△ IKEDO 314314N 1253948E		<u>288</u> 108	34.5				
▲ SADLI 314948N 1250000E							

1. DME GAP : BEDAR/SADLI, GNSS required.
2. Flight Level Allocation Scheme (FLAS)
- For the eastbound over BEDAR : FL 250, FL 290, FL 310, FL 390

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

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ENR 3.4 Helicopter routes

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ENR 3.5 OTHER ROUTES

1. 관광비행로

이 비행로는 초경량비행장치 또는 경량항공기 비행이 많으므로 동 비행로 주변을 비행하는 항공기는 지정된 비행 경로를 회피하거나 주의하여 비행하여야 한다.

1. TOURIST ROUTES

Aircraft which want to fly around 「tourist routes」 have to beware of the published 「tourist routes」 or avoid them. Because 「tourist routes」 have a lot of traffic, Ultra light vehicle flight and light aircraft.

Name 명칭	Flight routes coordinates 비행경로	Type of flight 비행방식	Remarks 비고
Danyang tourist route 단양 비행로	365623N 1281812E ↔ 365725N 1281958E ↔ 365847N 1282036E ↔ 365846N 1282219E ↔ 370018N 1282045E ↔ 370001N 1282312E ↔ 370148N 1282302E ↔ 370237N 1282450E ↔ 370337N 1282456E	VFR 시계비행	Fly at the right side of river 강을 중심으로 우측비행
Gumy tourist route 구미 비행로	360938N 1282306E ↔ 361135N 1282156E ↔ 361322N 1282140E ↔ 361456N 1282005E ↔ 361709N 1282021E		
Haman tourist route 함안 비행로	352008N 1282339E ↔ 352127N 1282302E ↔ 352140N 1282458E ↔ 352157N 1282543E ↔ 352313N 1282536E ↔ 352248N 1282822E ↔ 352347N 1283009E ↔ 352244N 1283321E		

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ENR 3.6 EN-ROUTE HOLDING

Except when aircraft are in emergency, all en-route holding patterns may only be used after prior permission from Incheon ACC.

HLDG ID FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (kt)	MNM-MAX HLDG LVL	Time (MIN)	Controlling Unit and Frequency
1	2	3	4	5	6	7
BEPKO 333910N 1265514E (R 050 CJU/D22)	236	L	280	FL 180 - FL 260	1.5	Incheon ACC 124.525 MHz 132.425 MHz 132.20 MHz ²⁾
SAKTI 365100N 1274600E (R 137 SEL/D53)	317	L	280	FL 180 - FL 200	1.5	Daegu ACC 120.575 MHz 119.375 MHz 134.375 MHz 122.75 MHz ²⁾
OROGA¹⁾ 364456N 1272718E (R 143 SOT/D29)	323	R	280	FL 210 - FL 250	1.5	Daegu ACC 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz ²⁾
BIGOB¹⁾ 364325N 1280952E (R 132 SEL/D72)	312	R	280 0.83 MACH	FL 210 - FL 340 FL 340 - FL 360	1.5	Daegu ACC 120.575 MHz 119.375 MHz 134.375 MHz 122.75 MHz ²⁾
ATASO 355344N 1265657E (RNAV HOLD)	012	R	280	FL 230 - FL 260	1.5	Incheon ACC 126.175 MHz 134.375 MHz 132.20 MHz ²⁾
NONOS 364046N 1242453E (RNAV HOLD)	007	R	280	FL 200 - FL 310	1.5	Daegu ACC 128.70 MHz 120.525 MHz 122.75 MHz ²⁾
CJU 332305N 1263727E (RNAV HOLD)	026	R	280 0.83 MACH	FL 270 - FL 340 FL 350	1.5	Incheon ACC 123.725 MHz 124.50 MHz 132.20 MHz ²⁾
SAMUL 350736N 1265154E (RNAV HOLD)	012	R	280 0.83 MACH	FL 270 - FL 340 FL 350	1.5	Incheon ACC 123.725 MHz 124.50 MHz 132.20 MHz ²⁾
1) FL 210 ~ FL 250 Shall not be used at the same time at BIGOB and OROGA.						
2) Common frequency						

Change : Information of index number(ENR 3.4 → 3.6).

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AD 1.5 STATUS OF CERTIFICATION OF AERODROME

Aerodrome name Location indicator	Date of certification	Validity of certification	Remarks
1	2	3	4
SEOUL/Incheon Intl. RKSI	26 NOV 2003	-	Certified by CASA
	Renewal : 17 SEP 2010		Certified by MLTM
SEOUL/Gimpo Intl. RKSS	25 NOV 2003	-	Certified by CASA
	Renewal : 26 NOV 2010		Certified by MLTM
JEJU/Intl. RKPC	24 NOV 2003	-	Certified by CASA
	Renewal : 18 OCT 2010		Certified by MLTM
BUSAN/Gimhae Intl. RKKP	24 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 13 OCT 2010		Certified by MLTM Joint civil/military operation
CHEONGJU/Intl. RKTU	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 16 DEC 2010		Certified by MLTM Joint civil/military operation
YANGYANG/Intl. RKNY	24 NOV 2003	-	Certified by CASA
	Renewal : 23 DEC 2010		Certified by MLTM
	Renewal : 29 AUG 2013		Certified by MOLIT
DAEGU/Intl. RKTN	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 27 DEC 2010		Certified by MLTM Joint civil/military operation
MUAN/Intl. RKJB	7 NOV 2007	-	Certified by CASA
	Renewal : 24 DEC 2010		Certified by MLTM
GWANGJU RKJJ	25 NOV 2003	-	Certified by CASA Joint civil/military operation
	Renewal : 23 DEC 2010		Certified by MLTM Joint civil/military operation
GUNSAN RKJK	Not certified		Joint civil/military operation
YEOSU RKJY	5 APR 2012		Certified by MLTM
WONJU RKNW	Not certified		Joint civil/military operation
SACHEON RKPS	Not certified		Joint civil/military operation
ULSAN RKPU	Not certified		
SEOUL(MIL AD) RKSM*	Not certified		
POHANG GYEONGJU RKTH	Not certified		Joint civil/military operation
ULJIN RKTL	Not certified		
JEJU/Jeongseok RKPD	Not certified		

- In column 3, the dash(-) indicates that the certificate does not have an end of validity; the certificate is perpetual.

- The location indicators marked with an asterisk(*) cannot be used in the address component of AFS messages.

- The Republic of Korea defines "Aerodrome Certificate" in ICAO Annex 14 as "Airport Operating Certificate". The term "Airport" is used for "Aerodrome" which is defined in ICAO Annex 14.

CASA : Civil Aviation Safety Authority
MLTM : Ministry of Land, Transport and Maritime Affairs
MOLIT : Ministry of Land, Infrastructure and Transport

Change : Establishment of status of certification for RKTH.



AD 1.6 STATUS OF AIRFIELD

Airfield name	Coordinates	RWY			Management Agency	Telephone
		Dimension of RWY(m)	Direction	Surface of RWY		
Donghae Machinery & Aviation Airfield	363116N 1265610E	200 × 8	120/300	asphalt	Donghae Aviation School	+82-41-851-1500
Mujigae Sesang Airfield	373430N 1270848E	225 × 35	310/130	unpaved	MujigaeSesang (echorainbow)	+82-2-458-0803
Seung-jin Aviation Airfield	371322N 1273630E	240 × 16	26/08	asphalt	Seung-jin Aviation school	+82-10-2241-8248
Hapcheon Aviation School Airfield	353257N 1280704E	340 × 10	050/230	grass	Hapcheon-gun	+82-55-930-3383
Haman Light Aviation Aircraft Airfield	351954N 1282312E	250 × 10	090/270	grass	Haman-gun	+82-55-584-2133
Jangseong LSA Airfield	351643.1N 1264522.4E	340 × 10	040/220	grass	Hanyang Aviation co.LTD	+82-61-392-2676 +82-10-7168-5184
GoheungMan Aircraft Airfield	343640N 1271221E	700 × 24	020/200	asphalt	Goheung-gun	+82-61-830-5213
Naju Light Aviation Aircraft Airfield	350132N 1264422E	275 × 10	170/350	unpaved	Korea unfortunate juvenile guidance association	+82-10-2634-2676
Backun LSA Airfield	345912N 1265314E	340 × 10	030/210	grass	Backun Aviation co.LTD	+82-61-337-4140 +82-10-7155-2689
Damyang Airfield	352034N 1270148E	200 × 10	010/190	unpaved	Damyang Air	+82-61-381-6230
Yeongam Airfield	344157N 1263101E	850 × 20	330/150	asphalt	Shinhan Air co.LTD	+82-10-4866-4001

2		e. 2 Supplementary water tank trucks : 12 000 L(2) f. 3 Ambulances g. 1 Rescue truck h. 1 Commanding vehicle i. 1 Aircraft rescue fire-fighting stair vehicle j. 1 Emergency relief
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 21 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA, RB, RC, R17, R21, RG, D2~D4, DA, DC) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, D5, DB, DD) c. Third Other areas except the first and second
3	Remarks	NIL

RKSI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCN 86/R/B/X/T b. Apron2 : Concrete PCN 86/R/B/X/T c. Apron3 : Concrete PCN 85/R/B/X/T d. Apron4 : Concrete PCN 85/R/B/X/T e. Cargo Apron1 : Concrete PCN 86/R/B/X/T f. Cargo Apron2 : Concrete PCN 85/R/B/X/T g. Maintenance Apron : Concrete PCN 86/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete PCN 86/R/B/X/T TWY B, C : Asphalt PCN 88/F/B/X/T TWY M : Concrete PCN 85/R/B/X/T TWY N : Asphalt PCN 75/F/B/X/T TWY P : Asphalt PCN 75/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

Change : Information of clearance priorities.

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand : - Select OFF or SDBY position.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings - Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxiway centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 30.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for code letter "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

Change : Information of term(class → code letter).

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m ² c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs(P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes(RD, R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways(C3, D2, D3) 2) TWYs(D1, F1, F2) 3) Apron Taxilanes(P5, N2, N3, N4, N5, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

2.4 Departure routes and Transfer of Control Points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East		P1 → P	P hold line (on P1)	121 to 122
			P2 → P	P hold line (on P2)	123 to 127 (if push-back is required)
			P3 → P	P hold line (on P3)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			R → P	P hold line (on R)	6 to 26
					133 to 142 (if push-back is required)
			P	Parking Stand	123 to 127 131 to 142
	* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.				
North		P4 → P	P hold line (on P4)	All stands (on North Apron)	
West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)	
RWY 32	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	P1 → P	P hold line (on P1)	121 to 122
					123 to 127 (if push-back is required)
			P2 → P	P hold line (on P2)	1 to 4 128 to 130
					131 to 132 (if push-back is required)
			P3 → P	P hold line (on P3)	6 to 26
					133 to 142 (if push-back is required)
			P	Parking Stand	123 to 127 131 to 142
	* ACFT stands NR. 27~28 will be transferred to Gimpo Ground when ready to taxi after completed push-back.				
North		P4 → P	P hold line (on P4)	All stands (on North Apron)	
West		W1	RWY hold line (on W1)	All stands (on West Apron)	

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

2.5 Arrival routes and Transfer of Control Points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

	Apron	Apron FREQ	Route	TCP	Gate/Stand
RWY 14	Central and East	130.875 MHz 131.175 MHz 131.325 MHz 129.525 MHz 131.375 MHz	C2 → P → P1	P hold line (on P1)	121 to 127
			C2 → P → P2	P hold line (on P2)	1 to 4 128 to 132
			C2 → P3	P hold line (on P3)	6 to 28 133 to 142
	North		C3 → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)
RWY 32	Central and East		D3(E2) → P → R	P hold line (on R)	6 to 28 133 to 142
			D3(E2) → P → P3	P hold line (on P3)	1 to 4 128 to 132
			D3(E2) → P → P2	P hold line (on P2)	121 to 127
	North		D3(E2) → P → P5	P hold line (on P5)	All stands (on North Apron)
	West		W2 (CN235 : W1)	RWY hold line on W2 (CN235 : W1)	All stands (on West Apron)

2. Aircraft shall not proceed beyond the TCP without instruction from ATC.

* Note : When RWY 14 in use, aircraft inbound for P1 / P2 / P3 will normally be instructed to hold on P1 / P2 / P3 (hold short of R) after vacating both RWY by Gimpo Ground for smooth RWY operation.

3. These operation can be changed by traffic condition, weather condition or any other safety reason.

2.6 Taxiing speed and power control

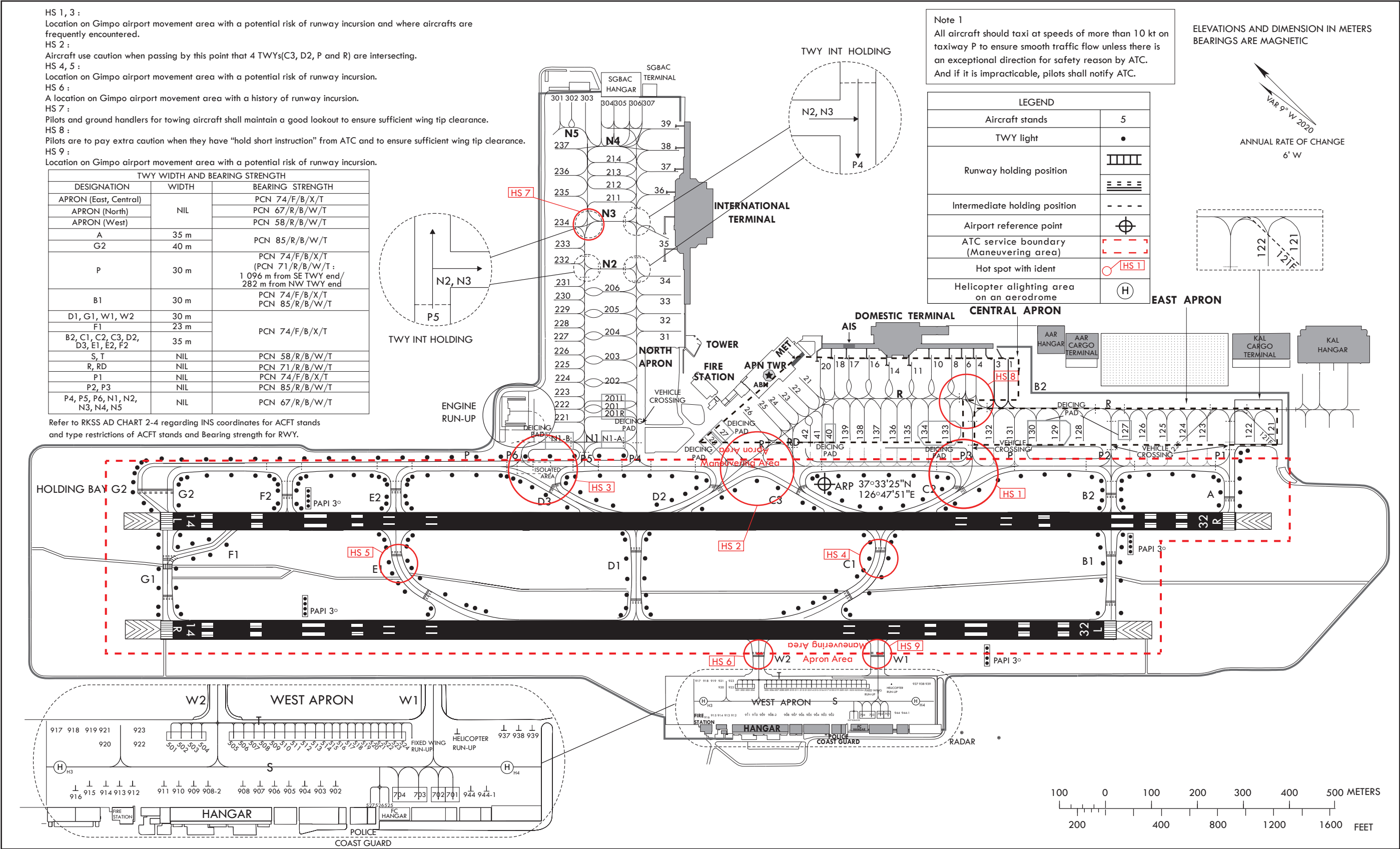
1. All aircraft should taxi at speeds of more than 10 kt IAS on Taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

2. All the code letter "E" aircraft including B747 holding on TWY B1 for RWY 32L departure should maintain engine power at ground idle so that the landing traffic on RWY 32R are protected from the jet blast.

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
STAND NR	COORDINATES		STAND NR	COORDINATES	
1	37°33'21.66"N	126°48'19.06"E	201	37°33'48.61"N	126°47'37.13"E
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"E
132	37°33'16.61"N	126°48'10.05"E	507	37°33'14.32"N	126°47'25.46"E
133	37°33'19.96"N	126°48'05.76"E	508	37°33'13.88"N	126°47'26.01"E
134	37°33'21.63"N	126°48'03.67"E	509	37°33'13.45"N	126°47'26.56"E
135	37°33'22.97"N	126°48'02.00"E	510	37°33'13.01"N	126°47'27.11"E
136	37°33'24.37"N	126°48'00.31"E	511	37°33'12.57"N	126°47'27.66"E
137	37°33'25.52"N	126°47'58.89"E	512	37°33'12.14"N	126°47'28.20"E
138	37°33'26.65"N	126°47'57.44"E	513	37°33'11.72"N	126°47'28.75"E
139	37°33'27.66"N	126°47'56.39"E	514	37°33'11.29"N	126°47'29.28"E
140	37°33'28.81"N	126°47'54.72"E	515	37°33'10.91"N	126°47'29.76"E
141	37°33'29.57"N	126°47'53.35"E	516	37°33'10.59"N	126°47'30.16"E
142	37°33'30.47"N	126°47'52.15"E	517	37°33'10.27"N	126°47'30.57"E

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH	STANDS NUMBER	AIRCRAFT TYPE
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt	121F, 123F	A380-800, B747-8
32L	324°	37°32'53"N 126°48'04"E		10, 16, 32, 33, 34, 37, 39, 133, 134, 237	A340-600, B747-400
14L	144°	37°34'15"N 126°46'42"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR	201, 202, 204, 205, 206	B747-400, B777-300
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR	128, 129, 131, 203, 235	B747-400
APRONS		East & Central	PCN 74/F/B/X/T	35	B747-400, A330
		North	PCN 67/R/B/W/T	38	B777-300
		West	PCN 58/R/B/W/T	8	B777-200, A330-300
				124, 125, 236	B777-200
				132	B747-400, B777-200
				121, 17	B777-200, A330-300
				14	B767-300, A300-600
				26, 36, 126, 130, 137	B767-300
				123, 127, 135, 136, 138, 139	B737-800WL, MD90
				211, 212, 213, 214	B737-800W, MD90
				201R, 201L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-900SSW, A321
				21, 22, 23, 24, 25, 31	B737-900, A321-100
				4, 6, 11, 18, 20	B737-900, A321-200
				1, 3, 122, 302, 303	B737-900
				27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, A321NEO
				301	GLF4

- * Code letter "E" aircraft is prohibited to Taxi-out at all aircraft stands.
- * Aircraft stands NR. 124-126, 131-134, 137, 201-206 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Aircraft stands NR. 123, 127, 135, 136, 138-142 and 211-214 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
- * Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
- * Isolated area : At the intersection of TWY D3 and TWY P.
- * De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
B767 class ACFT - 130
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B on the "N1" TWY
- * Engine Run-up : Front of "P6" TWY
- * Multiple Aircraft Ramp System(MARS) : 121F(121, 122), 123F(123, 124), 201(201L/R)

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

* Dimensions means overall length × width

Change : Information of term(class → code letter).

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall
3	Elevation/Reference temperature	120 ft / 32.5 °C
4	Geoid undulation at AD ELEV PSN	93 ft
5	MAG VAR/Annual change	8° W(2020) / 0.09° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Daegu Airport Branch (Busan Regional Office of Aviation) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5203, 5204 Telefax : +82-53-982-4154 AFS : RKTNPZPX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKTN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2000-1500 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	- Airport Quiet Hour : 1500-2000 UTC daily During the Quiet HR, unsurpassed ENG runs and nonessential ACFT OPS are prohibited, except civil airlines authorized by ROKAF - Unable to divert at these HR(2000-2300, 1200-1500), EXC EMERG and prior permission ACFT

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See Aircraft Parking/Docking Chart
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKTN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, Taxis, and rental cars from AD
4	Medical Facilities	PATIMA Hospital near the AD (about 2.1 km)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/daegu

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. ROKAF* : - 6 Chemical crash rescue & fire fighting trucks - Total capacity Water : 30 000 L AFFF** : 3 800 L - 1 Rescue Truck - 4 Ambulance car b. KAC*** : NIL
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to A300-600 size aircraft. 1 & 3 pole recovery jacks, 330 ton mobile crane including other accessory equipment can be provided by airlines and agencies. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-53-980-5331)
4	Remarks	* ROKAF : Republic of Korea Air Force ** AFFF : Aqueous Film Forming Foam *** KAC : Korea Airports Corporation

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : 3 SE-88(snow heat blower), 7 Snow ploughs and 3 Snow masters, 2 Graders b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Road sweeper
2	Clearance priorities	1. RWY 13R/31L 2. TWY : F1, F, E, D3, D2, D1, A3, A2, A1, C3, C2, C1 3. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM * ROKAF : Republic of Korea Air Force ** KAC : Korea Airports Corporation

Change : Information of type of clearing equipment.

RKTN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Surface - NORTH & SOUTH : Concrete - DEICING PAD : Asphalt b. Strength (See Aircraft Parking/Docking Chart) - NORTH Apron(ACFT stands NR. 1, 2, 3, 4) : PCN 60/R/B/W/T - SOUTH Apron(ACFT stands NR. 5, 6, 7, 8, 9, 10) : PCN 58/R/B/W/T - DEICING PAD (ACFT stand NR. 31) : 59/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Asphalt, Concrete c. Strength : PCN 60/R/B/W/T (TWY F1)
3	Altimeter check location and elevation	a. Location : APRONS b. Elevation : 32 m
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : See Parking/Docking Chart
6	Remarks	NIL

RKTN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY, RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 13R/31L Markings - Designation, CL, Edge, THR, TDZ Lightings - THR, TDZ(31L), CL, Edge, End b. RWY 13L/31R Marking - Designation, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

Change : Information of surface for TWY F1.

RKTN AD 2.10 AERODROME OBSTACLES

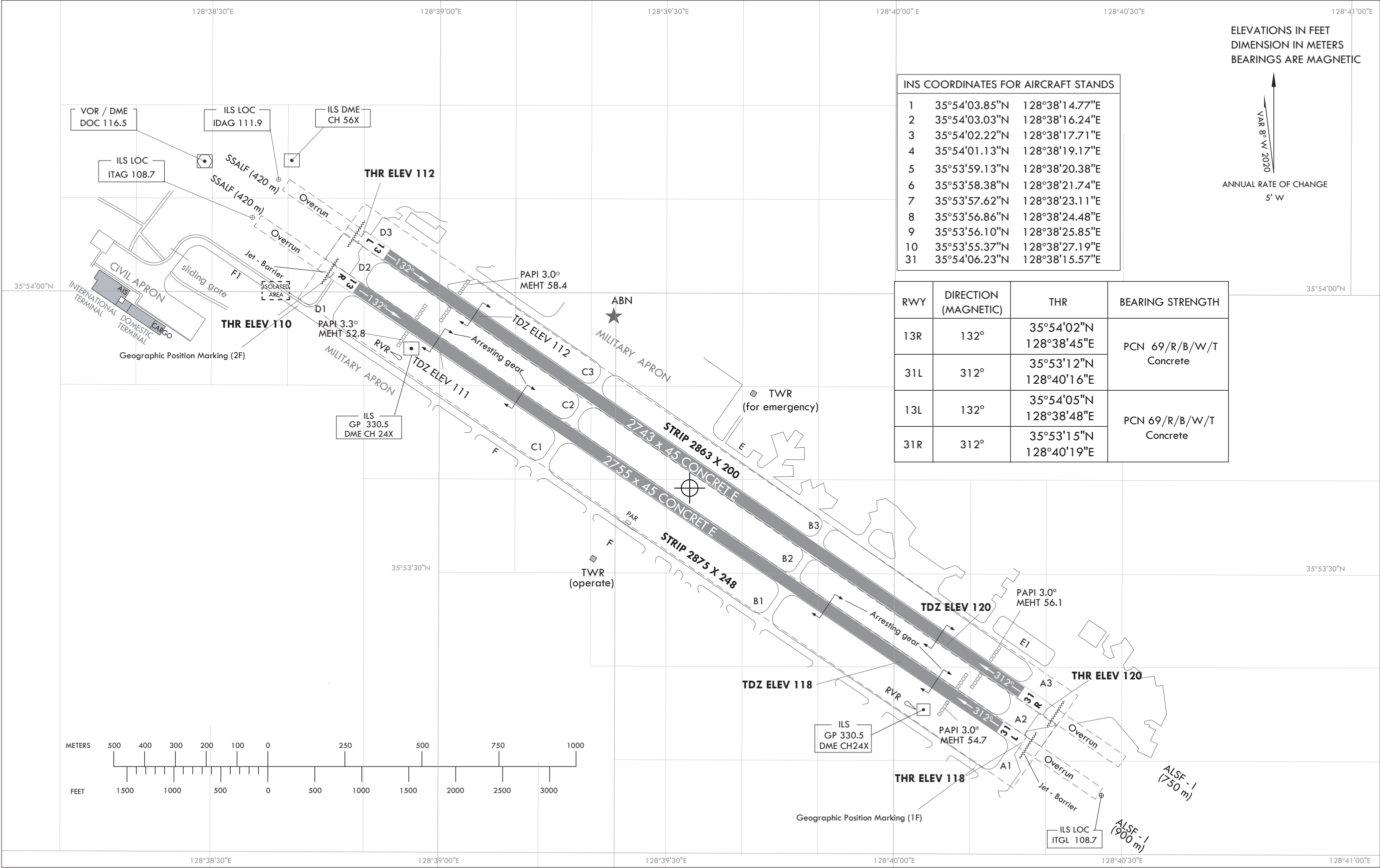
In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTNOB001	Mountain	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Mountain	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Mountain	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Hill	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Hill	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Hill	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Hill	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Hill	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Hill	355606.0N 1283656.0E	915 ft/	NIL	13L/R APCH 31L/R TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. 280 ft hill located 1 NM from THR of RWY 13R may cause visual illusion of being low on final. 2. Obstacles in the circling area and at AD are depicted on the Instrument APP Chart. 3. Obstacles within the area that extends from the edge of the RWY to 61 m from the RWY center line - Arresting Gear (BAK-12, 14 on the RWY 31L/13R) - Arresting Gear (BAK-14 on the RWY 31R/13L) - Arresting Gear Control Units (both side of all BAK-12, 14) - Jet-Barrier (MA1A on the both RWY THR 31L/13R, 31R/13L)					

RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Daegu Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link

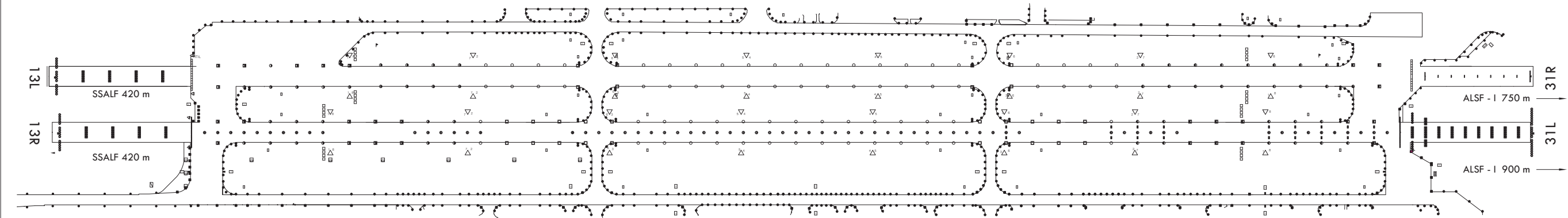
AERODROME CHART - ICAO 35°53'39"N
128°39'32"E **ELEV 120 ft** TWR 126.2 236.6 365.0
GND 121.95 275.8

DAEGU/Daegu INTL

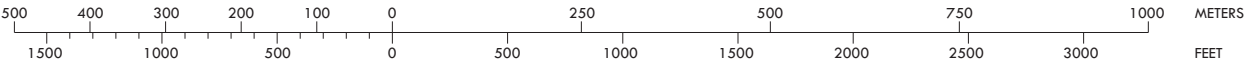
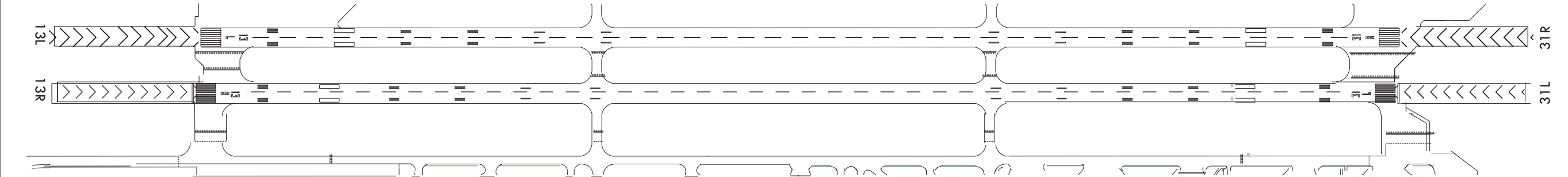


Change : Information of international and domestic terminal.

LIGHTING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY



MARKING AIDS RWY 13L/31R AND 13R/31L AND EXIT TWY



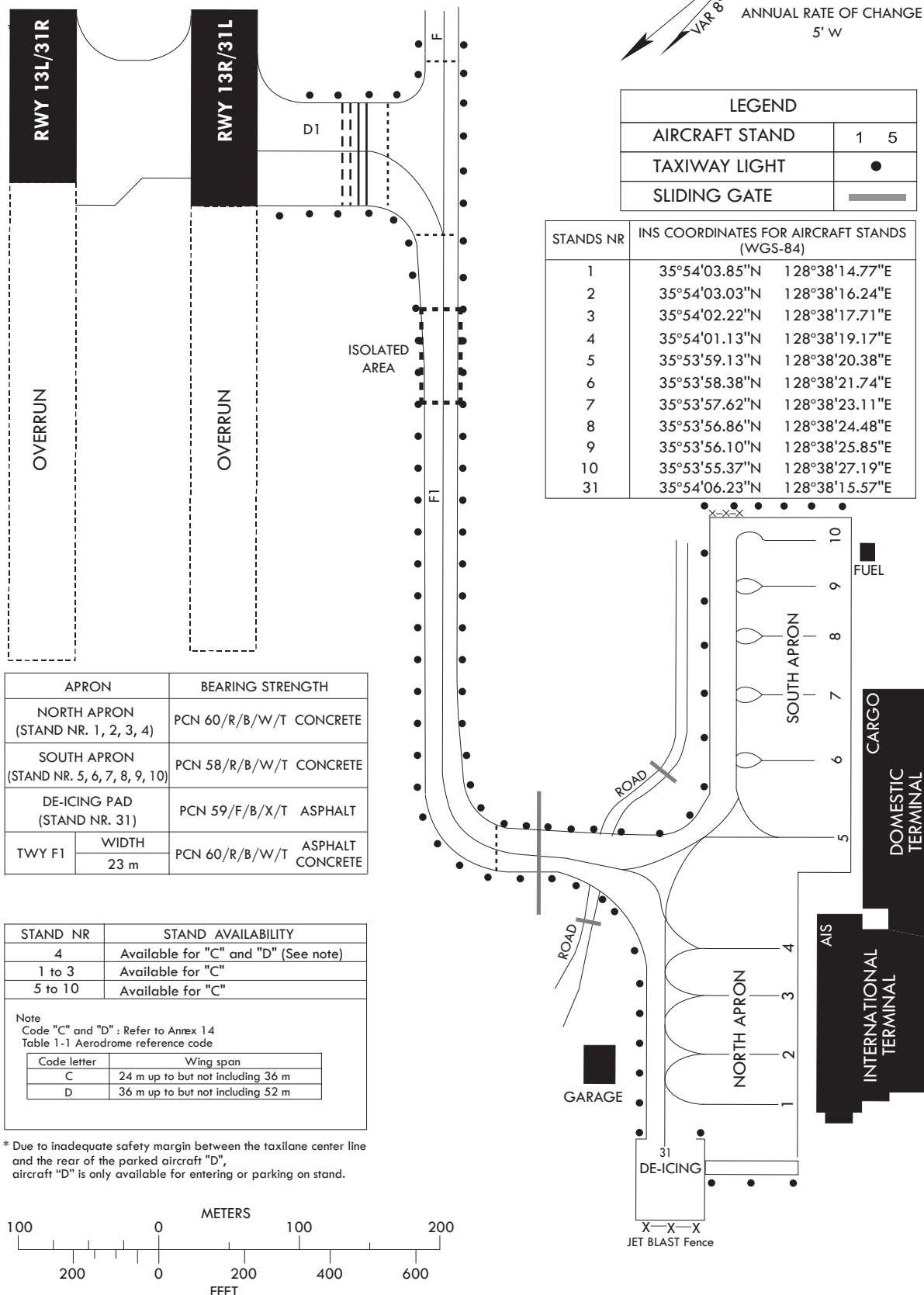
AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
105 ft

TWR 126.2
GND 121.95

DAEGU/Daegu INTL

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



Change : Information of international/domestic terminal, surface for TWY F1 and Establishment of jet blast fence.

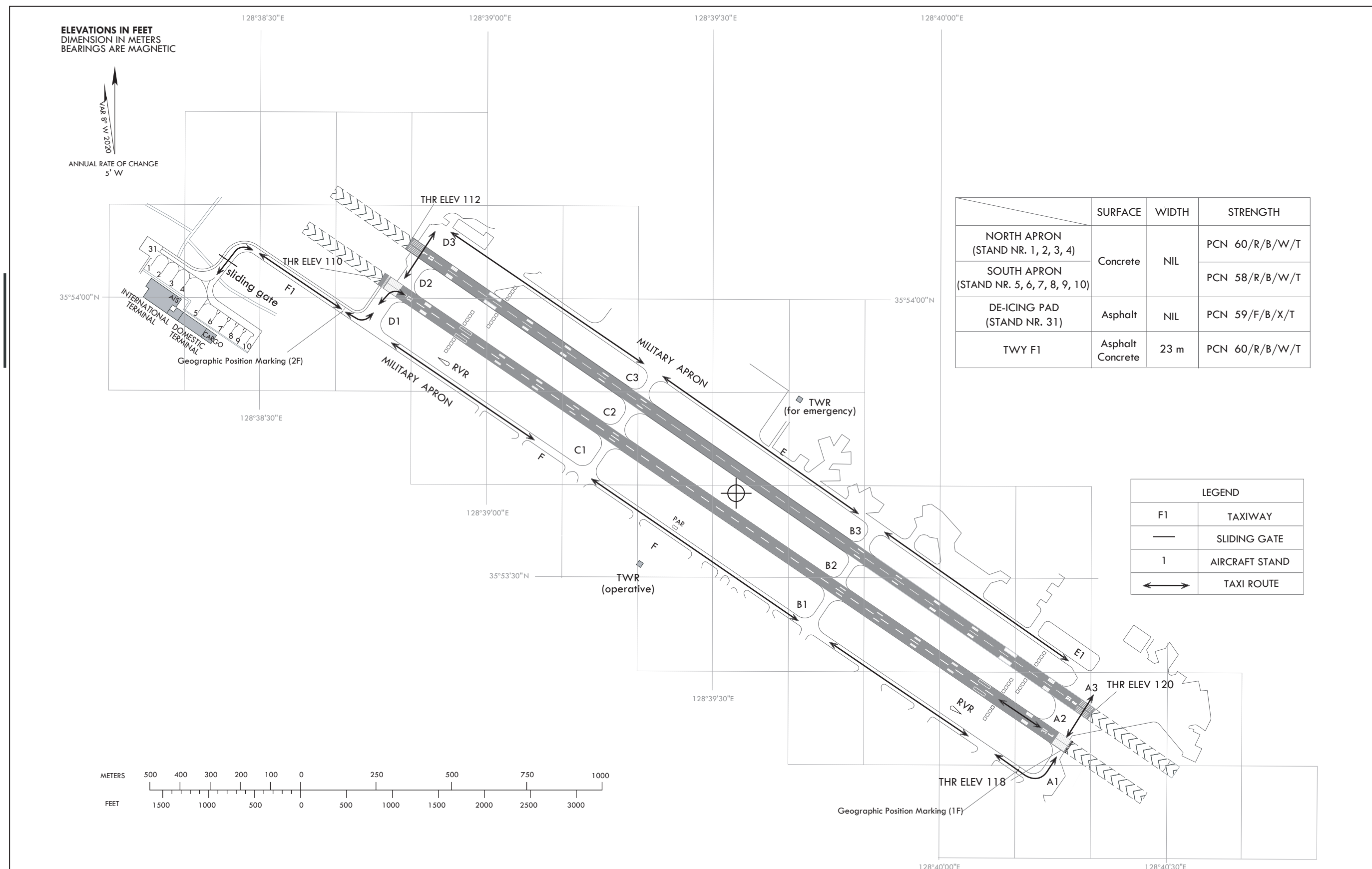
INTENTIONALLY

LEFT

BLANK

APRON ELEV
ELEV **105** ft

TWR	126.2	236.6	365.0
GND	121.95	275.8	



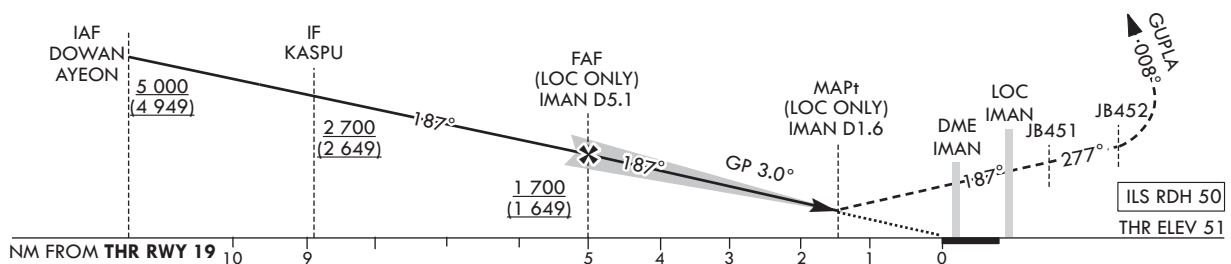
Change : Information of international and domestic terminal, surface for TWY F1.

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

ILS Z or LOC Z RWY 19

RECOMMENDED PROFILE(LOC ONLY)	DME IMAN	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 660 (1 609)	1 338 (1 287)	1 015 (964)	692 (641)	590 (539)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D							
STA	CAT-I (CG 2.5%)	FULL	414	1 200 m				Rate of descent	Knots	60	90	120	150	180
		ALS INOP	(363)	1 900 m					V/V fpm	318	478	637	796	955
	CAT-I (CG 5.0%)	FULL	251	RVR 550 m, VIS 800 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(200)	1 200 m										
	LOC	FULL	590	2 000 m										
		ALS INOP	(539)	2 700 m										

OFFICE OF CIVIL AVIATION

MUAN/Muan Intl(RKJB)
ILS Z or LOC Z RWY 19

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 19 from AYEON or DOWAN			
Fix/point		Coordinates	
AYEON(IAF)		35°09'10.2"N	126°12'32.1"E
DOWAN(IAF)		35°09'16.1"N	126°33'16.0"E
KASPU(IF)		35°09'07.5"N	126°22'54.1"E
D5.1 IMAN(FAF LOC ONLY)	BRG 187.14°/5.12 NM IMAN	35°05'12.3"N	126°22'55.7"E
D1.6 IMAN(MAPt LOC ONLY)	BRG 187.14°/1.60 NM IMAN	35°01'40.5"N	126°22'57.2"E
THR RWY 19	Final approach descent angle 3.04° (LOC ONLY)	35°00'14.49"N	126°22'57.82"E
IMAN DME		35°00'04.3"N	126°22'53.3"E
IMAN LOC		34°58'35.0"N	126°22'58.5"E
JB451		34°53'13.8"N	126°23'01.0"E
JB452		34°53'10.9"N	126°14'17.1"E
GUPLA		35°07'37.8"N	126°14'18.1"E

**INSTRUMENT
APPROACH
CHART - ICAO**

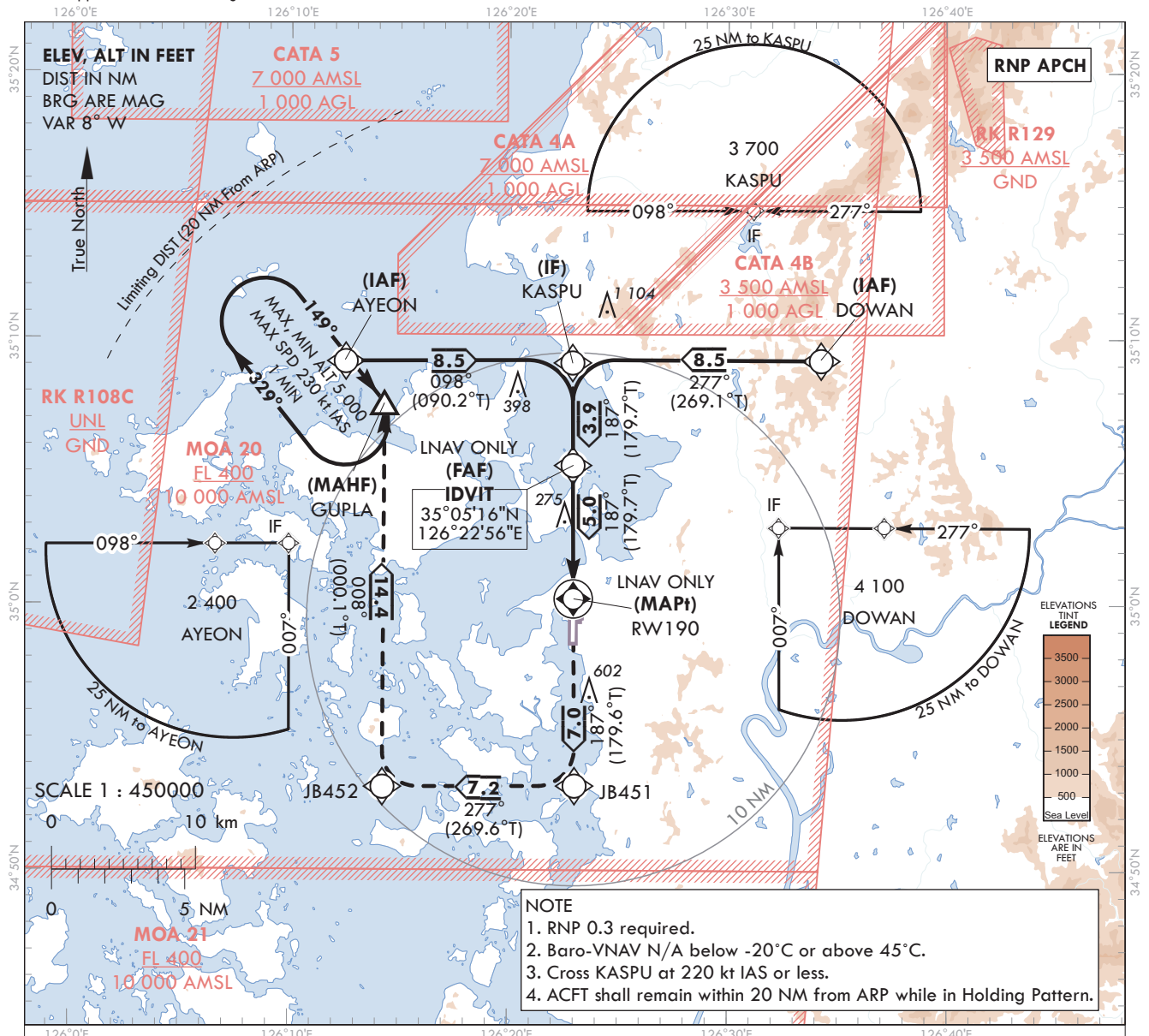
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

RNP RWY 19

Note : Approach under ICAO Flight Procedure.



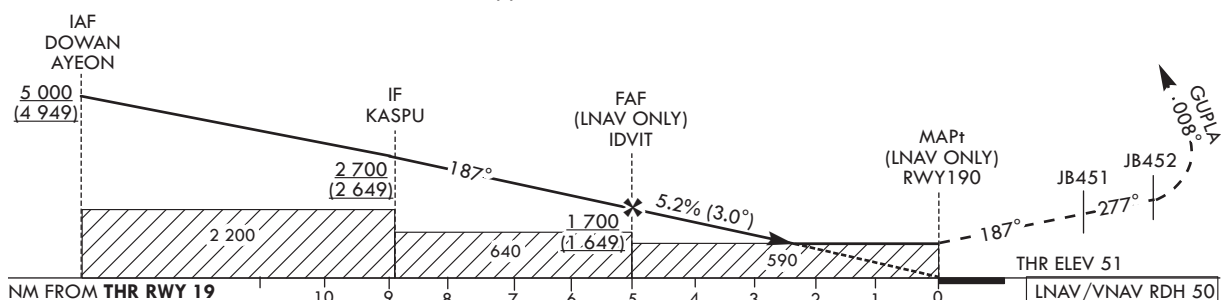
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 5 000 ft on track of 187° to JB451, RIGHT turn on track of 277° to JB452, Then RIGHT turn on track of 008° to GUPLA.

Hold as published.

* Missed approach turns are limited to maximum of 230 kt IAS.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNAV/VNAV	FULL	460	1 200 m				Rate of descent	V/V fpm	319	478	637	797	957
		ALS INOP	(409)	1 900 m										
	LNAV	FULL	590	1 700 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(539)	2 400 m										

Change : Amended profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 19 - via DOWAN to KASPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	DOWAN	-	-	-	-	+5 000	-	35°09'16.1"N 126°33'16.0"E	-	RNP APCH	IAF
002	TF	KASPU		277(269.1)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via AYEON to KASPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	AYEON	-	-	-	-	+5 000	-	35°09'10.2"N 126°12'32.1"E	-	RNP APCH	IAF
002	TF	KASPU	-	098(090.2)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via KASPU(IF) to GUPLA(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
002	TF	KASPU	-	-	-	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF
003	TF	IDVIT	-	187(179.7)	3.9	-	+1 700	-	35°05'15.9"N 126°22'55.7"E	-	RNP APCH	FAF
004	TF	RW190	Y	187(179.7)	5.0	-	+590	-	35°00'14.49"N 126°22'57.82"E	-3.00/50	RNP APCH	MAPt
005	TF	JB451	-	187(179.6)	7.0	-	-	-230	34°53'13.8"N 126°23'01.0"E	-	RNP APCH	-
006	TF	JB452	-	277(269.6)	7.2	-	-	-230	34°53'10.9"N 126°14'17.1"E	-	RNP APCH	-
007	TF	GUPLA	Y	008(000.1)	14.4	-	-	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	-
008	HM	GUPLA	Y	149(141.1)	-	R	@5 000	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	¹ MIN (Outbound timing)

RKTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTH - POHANG GYEONGJU/Domestic

RKTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355916N 1292507E 98° / 908 m from THR 10
2	Direction and distance from city	125°, 8 km from Pohang City Hall
3	Elevation/Reference temperature	23 m / 30.9 °C
4	Geoid undulation at AD ELEV PSN	29 m
5	MAG VAR/Annual change	8° W (2020) / 0.088° Increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Pohang Gyeongju Airport Branch (Busan Regional Office of Aviation) 18, Ilwol-ro, Donghae-myeon, Nam-gu, Pohang-si, Gyeongsangbuk-do, 37926 Republic of Korea Tel : +82-54-284-3456 Telefax : +82-54-285-4758 AFS : RKTHZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKTH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2200-1300 UTC
5	ATS Reporting Office(ARO)	2200-1300 UTC
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

RKTH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8, 0-128(Available by agreement with ROKN)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad (Aircraft stand NR. 4) (See Aircraft Parking/Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office and ARO.

RKTH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Pohang city
2	Restaurants	Yes
3	Transportation	Buses, taxis, and rental cars
4	Medical facilities	Hospitals in Pohang city, 11 km
5	Bank and Post Office	NIL
6	Tourist Office	HO
7	Remarks	http://www.airport.co.kr/mbs/pohang/

RKTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 4 Chemical crash rescue & fire fighting trucks - Total capacity - Water : 17 678 L - AFFF : 3 100 L - Dry chemical : 280 kg b. 3 Supplementary water tank trucks : Total capacity 19 500 L c. 1 Rescue truck d. 1 Ambulance
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-800 size aircraft. 270 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-54-289-7312~7317)
4	Remarks	NIL

RKTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKN* : 4 Dump trucks b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor, 1 Snow Plough, 1 Thawing material spreader
2	Clearance priorities	a. RWY 10/28 b. TWY c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Navy(ROKN) ** Korea Airports Corporation(KAC)

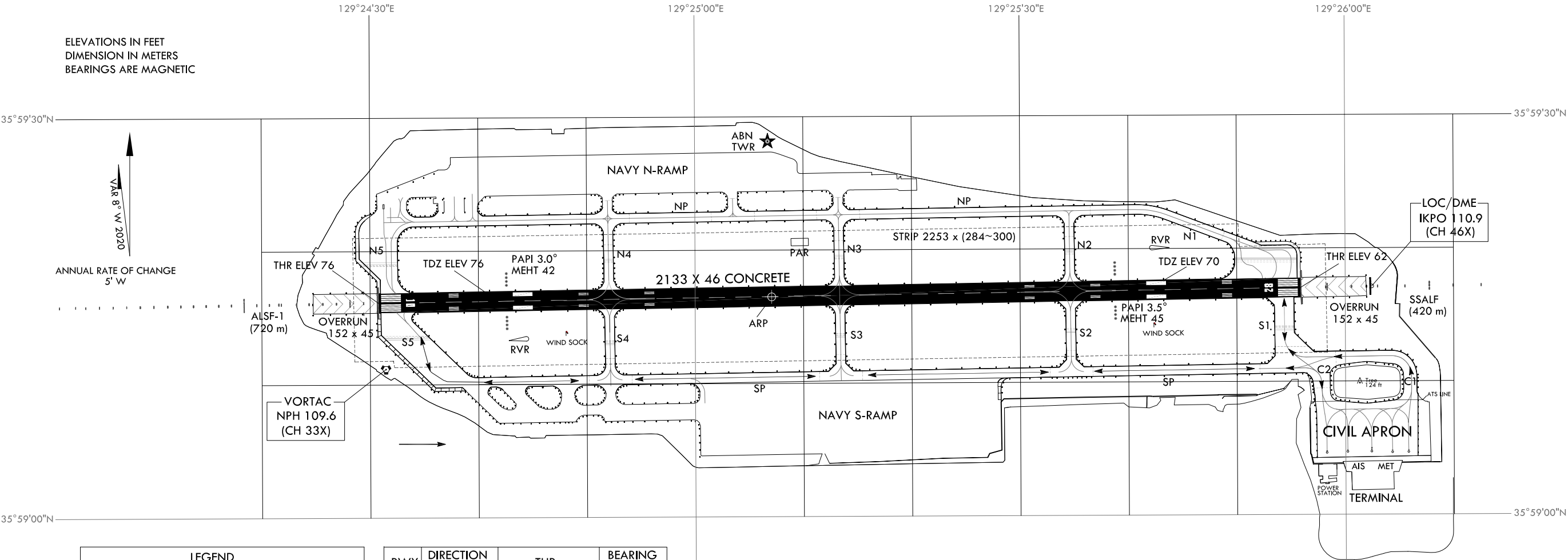
AERODROME
CHART - ICAO

35°59'16"N
129°25'07"E

ELEV 76 ft

TWR 118.05
236.6
308.5

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



LEGEND	
AIRCRAFT STAND	③
TAXIWAY LIGHT	•
RWY HOLDING POSITION	=====
TAXI ROUTES	↔
INTERMEDIATE HOLDING POSITING	-----

INS COORDINATES FOR AIRCRAFT STANDS		
1	35°59'04.82"N	129°26'05.80"E
2	35°59'04.81"N	129°26'04.31"E
3	35°59'04.85"N	129°26'02.39"E
4	35°59'04.83"N	129°26'00.26"E
5	35°59'04.76"N	129°25'58.26"E

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
10	097°	35°59'16"N 129°24'31"E	PCN 49/ R/B/W/T
28	277°	35°59'17"N 129°25'56"E	

TAXIWAY, WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	STRENGTH
C1	22.1~28.4 m	PCN 60/R/B/W/T
C2	36 m	PCN 60/R/B/W/T
S1	45 m	PCN 60/R/B/W/T
S5	76 m	PCN 59/R/B/W/T
SP	23 m	PCN 52/R/B/W/T

APRON BEARING STRENGTH : PCN 60/R/B/W/T

AIRCRAFT STANDS	
1, 2, 3, 4, 5	B737-800

* ISOLATED AREA : TAXIWAY S3

Figure 1. PARKING/DOCKING AREA

